

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LIII.]

HONGKONG, SATURDAY, 11TH MAY, 1901.

No. 19

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EPITOME OF THE WEEK.

Dr. Chester Rowell's name is mentioned in connection with the post of United States Minister to Japan.

The Portuguese cruiser *Adamastor*, which has long been a familiar sight here, left Singapore for Lisbon on the first instant.

Mr. Root has cabled to General MacArthur to reduce the U.S. army in the Philippines to 3,500 men. General Chaffee succeeds to the supreme command in June.

On the 6th inst., Viscount Cranborne in the House of Commons informed Mr. Redmond that it was not understood that Russia had receded from her intention of evacuating Manchuria.

It is reported that Prince Ching and Li Hung-chang have asked the British Minister to request the Rev. Timothy Richard of Shanghai to proceed to Shansi and settle all the indemnity cases there.

A letter is published from General Tung Fuh-siang to Yung Lu, in which the former states that he acted entirely under the latter's order. He now contrasts his own disgrace with Yung Lu's honours.

The Peking correspondent of the *N.C. Daily News* telegraphed on the 26th April:—The sale by the Americans of their shares in the Hankow-Canton Railway will probably result in grave political consequences.

The steamer *Hai-ching*, Messrs. Douglas La-prak & Company, arrived from coast ports on Thursday, and proceeded at once to Kowloon Dock to be fitted up as a transport. The *Hai-ching* has been chartered to convey some of the Indian troops back to Calcutta.

At a meeting of the Allied Generals at Peking it was unanimously agreed that the administration of Peking should be allowed to revert gradually to the Chinese. The Field-Marshal's former proposals as to strength and disposition of the troops were confirmed.

The *N.C. Daily News* speaks of the Cheng-wu-chu, a new board constituted by the Throne for the transaction of Government business. It consists of Prince Ching, Li Hung-chang, Wang Wen-shao, Kun Kang, Yung Lu, and Lu Chuan-lin, with Liu Kung-yi and Chang Chih-tung as advisory assistants. The new board is ostensibly a reform commission for the administration of affairs until the return of the Emperor, but really it is to be a Council of Regency.

The Admiralty have given orders for the following ships serving on the China Station to return to England during the financial year 1901-1902, on being replaced by ships sent out to relieve them:—The first-class battleship *Centurion*, for seven years flagship of the Commander-in-Chief of the China Station; the first-class battleship *Barfleur*, flagship of the second in command on the China Station, which was transferred from the Mediterranean to the China Station three years since; the second-class cruisers *Bonaventure* and *Hermione*, the second-class gun vessel *Lynx*, and the first-class gunboat *Peacock*.

Dr. Morrison telegraphs to the *Times* that the Ministers of the Powers generally favour a loan of sixty-five millions under international guarantee. They unanimously recommend as securities the Imperial Maritime Customs and an increase of the import tariff to 10 per cent.

Lisut-Colonel Manakin, of the Russian General Staff, has been appointed Military Commissioner to the Taotai at Kirin, and Colonel Baron Uexkull, also of the General Staff, has been assigned the same position with the Taotai at Tsitsihar. The duties of these Commissioners consist in coming to an understanding with the Chinese with regard to all questions concerning the accommodation, food, transport, and all other details affecting the Russian soldiery in Manchuria.

A Tokyo telegram states that the Japanese authorities are making constant inquiries as to the actual transport capacity of the Siberian railway by the despatch of competent officials there. The latest report is said to mention that 725 engines are used on the railway, 117 of them being exclusively used for the conveyance of troops. The number of roofed carriages is 6,000 and of unroofed carriages there are 2,300. The number of special carriages and water tank cars is 650, being a total of 8,950 in all.

A Seoul telegram to the *Asahi* says that although Great Britain and America are not pleased with the French loan affair, it seems unlikely that they will officially protest against it to the Corean Government. There is not sufficient ground for a protest. It is understood that the Japanese Minister to Seoul has not yet lodged a protest either. A *Jiji* telegram dated Seoul, April 27th, says:—The report that the British Minister to Seoul has lodged a demand with the Corean Government for a lease of Port Hamilton has not been confirmed yet.

There was quite a flutter at Newchwang on Sunday, the 21st April, says the *Shanghai Mercury*, the occasion being the arrival of the steamer *Leeyuen*, Captain Johns, the first vessel flying the dragon flag astern and the C.M.S.N. Co.'s flag at the fore since the Russian occupation of the port. As soon as she arrived she was boarded by the Russians, who placed an armed guard on board and searched the vessel, the object being stated at the time as being to confiscate the vessel. But representations having been made of the absurdity of such in view of the fact that war had not been declared against China, this was foregone, and the vessel sailed on the 25th safely.

A Tientsin native paper states that the provincial authorities in Kaifeng are repairing the old palaces of the Sung dynasty, A.D. 960-1126. A large quantity of China dinner services, etc., had also been provided by the officials in anticipation of the near arrival of the Court, which, according to the *Universal Gazette*, will leave for Kaifeng, the provincial capital of Honan within the next fortnight. This is said to be due to an urgent appeal of the Grand Secretary, Sun Chia-nai, on the ground that the famine-stricken province of Shensi can no longer bear the burden of feeding the army of Court followers in that province. The above is alleged to be from a reliable source and fairly trustworthy.

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ARRIVALS OF MAIIS.

The French mail of the 29th March arrived, per M. M. steamer *Laoe*, on the 5th May (42 days); the American mail of the 9th April arrived, per I. K. K. steamer *Hongkong Maru*, on the 7th May (28 days); the Canadian mail of the 15th April arrived, per C. P. R. steamer *Empress of Japan*, on the 7th May (22 days); and the English mail of the 12th April arrived, per P. & O. steamer *Bengal*, on the 10th May (28 days).

INDEMNITIES AND THE TARIFF.

(Daily Press, 7th May.)

Confirmation of the rumour that a majority of the Foreign Representatives at Peking are favourable to a loan to China for payment of the various indemnities was afforded in our London telegrams yesterday. Dr. MORRISON, the *Times* correspondent at Peking, telegraphs that the Foreign Ministers generally favour a loan of sixty-five millions under international guarantee. "They (presumably the Ministers favourable to the scheme) unanimously recommend as securities the Imperial Maritime Customs and an increase of the import tariff, effective at 5 per cent." What is meant by the word "effective" we are at a loss to know; but it is at any rate perfectly clear that the hungry Ministers are ready to sanction an increase in the tariff, making it 10 per cent. *ad valorem* instead of 5 per cent. as at present. We cannot believe for one moment that the British Minister would sanction such a measure as this without exacting ample guarantees and concessions in return, for to agree to such an increase without such conditions would be absolutely suicidal. It is all very well for Powers like Russia, which possess little or no sea-borne trade with China, to agree to such a reckless proposal; they would lose little and might, in the case of Russia, even gain by some of the Chinese trade being diverted overland; but for the Powers engaged in the sea-borne trade it would mean a serious blow, altogether out of proportion to any advantage gained by prompt payment of the indemnities. Great Britain and the United States are not in such urgent want of a few millions of taels that they are ready to sacrifice their trump card for the redress of commercial grievances—the hydra-headed monster of *lekin*; the endless barrier stations, whereat exactions are multiplied until the goods can get no farther, and the markets of the interior are hopelessly lost to them; the invention of new and illegal taxes *en route*, when merchandise has left the treaty port; the competition of native with the foreign-managed customs in order to secure declaration of goods there, thus robbing foreign steamers of all chance of sharing in the carriage of produce; and the shallow and impudent devices resorted to in order to nullify the benefits looked for from the opening of the Chinese waterways to foreign navigation. We can only hope that, as they do not feel the monetary pressure, they will not join in the action of the needier and less interested foreign representatives. If supported strongly at London and Washington they will stand firm, but unfortunately both the British and American Foreign Offices are sadly wanting in grit when affairs in the Far East are concerned. They are, too, liable to yield for the sake of preserving the "concert of Powers." If they could be brought to understand that in Peking there is really no such thing as a concert, or that if there is a concert it is of the European Continental Powers against the Anglo-Saxon and Japanese, then some kind of an end might be put to the process of—to use a vulgar, but expressive phrase—"wiping our eye." It is some slight consolation to know that the *Times* will not fail to act as Mentor to the Foreign Office in London. The great London paper is well posted not only on current wants but also as to the full and, we may justly add, the fatal significance of the step now proposed. That it will speak plainly we have good reason to hope, and if the warning is disregarded

on some specious plea of public expediency, then it will be time to appeal to the nation to take the reins from impotent hands. Months ago the Chamber of Commerce and the various branches of the China Association pleaded for a strong British Minister at Peking. That plea was disregarded, and Sir ERNEST SATOW was suffered to remain in charge of all British interests. We do not wish to disparage or depreciate that gentleman; he is an able and a conscientious Minister, but neither by training nor by experience has he acquired the weight or the prestige necessary to enable him to cope with Chinese craft on the one hand and Muscovite subtlety on the other. If only he is properly supported by the Secretary of State all may yet be well, however, and to this end we trust that the various Chambers of Commerce in the Far East and the branches of the China Association will raise their voices in unwavering denunciation of the course proposed to be taken with regard to the indemnities. Let that be settled first; the question of the increase of the tariff should be taken in hand subsequently and free action left to the Ministers in the matter.

CONCESSION-HUNTING AT TIENSIN.

(Daily Press, 8th May.)

A short time ago our Tientsin correspondent wrote to us concerning the zeal manifested for concession-hunting by the Powers at Tientsin. A leading article in the last number to hand of the *Peking and Tientsin Times* deals with the same subject, and some of the remarks there made are worth quotation. Our contemporary says:—"There has been "nothing in the recent commercial history "of the Port to justify the extraordinary and "roscale future now predicted for it, or to "account for the eagerness of the six Great "Powers, Belgium and Japan to establish "themselves in self-governing Settlements "on the Pei Ho. It is true that there are "some grounds for modest optimism in "estimating the future of Tientsin; the "place is still the natural outlet for the "trade of three whole provinces and of vast "territories belonging to two others; in its "hinterland there is a population of some- "thing between eighty and a hundred "millions of people with whom foreign trade "is in its merest infancy, and who are able "to produce many things which the West "and Japan need, as well as to consume "some that they supply. On the other "hand, it is equally clear that Tientsin will "not much longer have a monopoly as the "Northern emporium: as railways and "other trade routes are multiplied, we may "reasonably expect the rivalry of Tsintao "and Chingwantao to become more acute; "as they wax, our chief hope that Tientsin "interests will not wane, lies in that increase "of the volume of trade which is pretty "certain to follow better political and social "conditions. . . At the present moment, "we have eight nationalities almost tumbling "over each other in their anxiety to secure "extensive Concessions, for be it known "that the infection has spread to the "possessors of the older Settlements, and "that all are now keen on extending their "borders."

The northern journal goes on to point out that it is not the immediate prospects of trade which occasion this rush for land, so much as the resolution to secure coigns of advantage which may lead to part cipation in trade benefits later on. From the point of view of higher politics, the multiplication of

Concessions is rather to be viewed with equanimity. Russian designs on Tientsin and on Chibli generally are more likely to be checked by a strong combination of other Powers interested in the freedom of the port and province, and every Concession imposes a responsibility on the Power taking it up. This is certainly so, and we agree with our contemporary that the more interests there are established in the metropolitan Province, the greater will be the check to the insidious pretension of Russia. It is possible to carry the claims on China for land too far, as has undoubtedly been done in the case of the Legation area at Peking. The situation at Tientsin, however, is different, for there is ample room at present to meet all the requirements of the Powers, and provided that one piece of ground is not sold twice over, as seems to have been done in the matter of the land on which the disputed siding was being constructed, there seems little danger to be anticipated from the expansion of the various foreign areas. The Chinese owners of the ground presumably get the price which they ask, and are content. The only risks are run by those who take up the Concessions, for they have before them the task of trying to make them pay.

THE COREAN LOAN.

(Daily Press, 9th May.)

It seems probable that there is much exaggeration in the recent reports which have come to us through Japanese sources with regard to Corea. There is no confirmation of the statement that the McLEAVY BROWN incident has been re-opened; and certainly none that he has again been deprived of the Commissionership of Customs. We cannot imagine that even the Corean Government is so weak as by such action to invite again the disaster only just escaped within the last few weeks. With regard to the French loan, soberer critics are making themselves heard, and the first outcry seems to have been without sufficient justification. As it is pointed out, there is no proof whatever that the French Government is concerned, however strong may be the suspicions thereof; and there is no argument to oppose to M. PAVLOV's declaration that Russia is not concerned in the affair. The money is furnished by the Yunnan Syndicate, which consists of French, Belgian and British capitalists, and the Russo-Chinese Bank has no part in the loan. Japan is of course sensitive in all matters concerning Corea, but she cannot expect to prevent Corea from borrowing money when she requires it, especially as she cannot herself well supply Corea's wants at the present moment. As the *Japan Mail* puts it, Corea is not to be kept in a state of starvation because Japan has not the means to supply her with bread. They are very ill-advised friends of Japan, therefore, who in the English and vernacular Press of that country talk about the possibility of war being necessary to counteract "this Franco-Russian move." The suspicion may be justified in time that the French Government is concerned, but proof is lacking, and it is absurd to take the tone adopted by some of the Japanese papers in the matter. When, however, the *Japan Mail*, after deprecating such an attitude on the part of Japan as her irresponsible advisers would have her take, and stating the only facts known about the French loan, goes on to say that "France's policy in everything relating to Far Eastern affairs has been moderate and conservative of late years," we cannot help feeling surprised.

Our contemporary, we suppose, is referring to events in North China and Japan alone. The "moderation and conservatism" of French policy in the South can only be observable to those who live a long distance from the scene. Mere abstention from the more violent methods of aggression does not constitute moderation. In the North, France has been content with more or less silently supporting Russia. In the South she is playing her own game in a manner to which the epithet "conservative" is the last which can be fittingly applied.

PLAQUE AND THE SANITARY AUTHORITIES.

(*Daily Press*, 7th May.)

The occurrence within the past three days of two plague cases, ending in the death of one British resident of this Colony and the removal of another to hospital, is a matter which cannot but attract considerable attention. The fact that both cases occurred in the principal street, in the very centre of the city, lends additional gravity to the event. It seems probable (and probability is all we can expect to attain to in such a matter) that the two cases in question were due to the presence on the premises of those unpleasant vermin, rats, the dead bodies of which have been discovered in some number in the place attacked. The Government has been doing its utmost, by the offering of rewards for their capture, to keep down the number of rats in the Colony, but the task of exterminating them entirely is one which is beyond human power. It is only a little less hopeless task than the extirpation of the *anopheles* mosquito. If the Australian colonies have been absolutely unable to exterminate the rabbit, it is hopeless to expect that we or any one else can get rid of the more prolific and less accessible rat. We can keep down the quantity, and our sanitary authorities are doing this as much as possible. We cannot complain that they have neglected their duties in this respect.

But there is another point in which we think that the public has a very strong case against those who look after the health of this Colony. We have published a few letters recently with regard to the carriage through the streets of Hongkong and over the Kowloon ferry of the clothes of plague-infected people. But these letters only bear a very small proportion to the number of complaints which we have heard on the subject. At the Sanitary Board meeting yesterday Dr. CLARK promised that no clothing should be sent across by the ferry. But another question remains. What guarantee, it may well be demanded, have we that the improperly covered baskets carried in both directions along the crowded streets are only the disinfected clothes of the plague-sufferers? The sanitary authorities after all are ultimately responsible to the public of whose health they are the guardians. It is all very well to adopt a stoical, a Chinese attitude toward the scourge which once more threatens us. But the authorities will be extremely unwise in neglecting to take steps to avert a panic among less hardened persons than themselves. A sense that the Government is vigilantly taking every precaution that can reasonably be expected of it will do more for the public equanimity than any quantity of speeches. We trust that an alteration has also been made in the surveillance exercised over the coolies employed by our sanitary authorities to carry infected and disinfected clothes through our streets.

(*Daily Press*, 10th May.)

When Mr. OSBORNE at Wednesday's special meeting of the Sanitary Board expressed his opposition to the carrying of plague patients through the streets and thought that the continual sight of dead-boxes and ambulances was inimical to the public health, we feel sure that he was voicing the opinion of the majority of the European residents at least. Dr. BELL thought otherwise, and had seen Chinese laughing and smiling when a dead-box was carried past. Now even if we grant Dr. BELL's assumption that the Chinese do not mind the sight, how does this affect the fact that the European residents do mind, some of them very strongly. We agree with Mr. OSBORNE that it is very unwise always to hold before people's eyes evidence of the existence of plague. Some other means of conveying the dead bodies than in ominous-looking boxes through the principal streets of the Colony would be more decent, and would have a better effect on the public mind. Is it not a fact that bodies of Europeans who succumb to the plague are carried by launch? And is there any reason, apart from the slight expense, why Chinese bodies should not be treated the same way?

On the question which the Sanitary Board was actually called together to consider it is not necessary to say much. The Board was all but unanimous in rejecting H.E. the Governor's suggestion, and the general opinion was that, however such a measure as that suggested might work in Haivan, it could not safely or with advantage be put into operation here. His Excellency put forward the proposal for an experiment to be tried at Yaumati, the patients to be kept "under proper supervision." The last words are important, for it is here that the scheme must break down. As the President of the Board pointed out, there is no subdivision of the houses where it was proposed to try the experiments, and consequently no means exist of isolating patients. In separate small houses—little more than huts—the scheme might be worth trying; but the conditions of Hongkong are totally different. The chance of the individual patient's recovery might be increased by his not being disturbed, but he would be a source of disease to all around him.

THE QUESTION OF THE COAL-TAX.

(*Daily Press*, 6th May.)

In 1838, with the formation of the Anti-Corn Law League may be said to have commenced the Reign of Free Trade. In 1842, under the guidance of Sir ROBERT PEEL, the effects of the new rule began to be felt, in the removal from the Tariff of a large number of petty duties. At the time there were enumerated no less than twelve hundred dutiable articles; and in order to make good the calculated deficiency, the Chancellor of the Exchequer introduced an income tax, as he stated, merely as a temporary measure. Sir ROBERT PEEL, though as probably the most far-seeing financier of the century, and as such an advocate of the necessity of freeing trade as far as possible from the old bonds, which under the name of protection really acted as swaddling clothes, and prevented all wholesome movement, had no idea that he was introducing what after a few years became, to at least one political school, an actual religion. The question with him was simply the advantage or the contrary of removing duties, which by hampering the interchange of commodities generally, reacted injuriously on the trade of the country at large. Free Traders have existed since the times of MENCUS at least; and their arguments as capable of rigid proof, will doubtless in the not distant future prevail even more widely than they do now. The actual consequence of the policy then adopted was that England for a time became divided into two mutually hostile camps, whose shibboleths were respectively Free Trade and Protection. The results of the policy introduced by the great financier were, however, so clearly beneficial to the general interests of the State that after a decisive campaign they were accepted by the nation without exception; and Great Britain became as fervent a worshipper at the altar of Free Trade as ever did Israelite of old at the shrines of Baal or Ashtoreth. As a matter of course, with a new religion grew up new signs and watchwords, and a doctrine as hard as the Athanasian Creed became the common property of the nation. *Credo quia impossibile est*, was the test to be applied to all candidates for honours of any description, however humble. Had the zeal for the new cult been according to knowledge, little was to be said against this interpretation of the tokens of the faith; unfortunately it was the lot of Free Trade that it fell into the hands of the dilettante—the mere superficial men who, without any understanding of the principles, had got hold of the watchwords, and were ready to misuse the popular cry whenever some momentarily unpopular issue came to be discussed. One of the first duties to be removed under the free trade movement was the strictly protectionist duty levied on foreign sugar in the interest of the planters of the West Indies. The differential duty was indefensible on every ground, political or economical; and its repeal would have proved in the end beneficial to the islands themselves, as leading to the cultivation for which they were best adapted. On the other hand, the Continental Powers were desirous of competing in the production of sugar in contravention of all economic principles, by paying high bounties on the raising of sugar crops from plants eminently unsuited for its growth, and thereby throwing out of profitable cultivation large areas which under other crops might have brought wealth to the countries at large. On the taking off sugar the protectionist duties the Continental Powers, instead of following in the course that reason dictated, raised still higher their bounties as the price of sugar fell in the market. As Great Britain was really at the time the largest consumer of sugar in the world, she had in her own hands, by refusing to receive this protected sugar, the means of striking an effective blow against the principle of protection, as well as of placing her own colonies in a proper position to carry on her own free trade policy. Her people had unfortunately learnt the shibboleth without the reason of free trade; and for the sake of admitting sugar at a rate below the cost of production, called out against the interference with this system of barefaced protection, as if the placing of the colonies, as well as France and Germany, on an equal basis were an offence against economic laws. The result of this falsely called free trade was, of course, the ruin of her West Indian colonies, and for a time the sugar interest of Great Britain was really battering on the vitals of British trade. Fortunately the economical errors which Great Britain herself refused to see are becoming apparent to the Continental Powers, who find the acreage thus divorced from any useful crop are gradually making those countries themselves dependent on foreign countries for their very necessities of life.

The above is only given as an indication of how far the people of Great Britain have wandered from an appreciation of the principles at stake. Many others could be adduced. It is now many years since England placed any restriction on the export of coal from her mines. For many years it has been pointed out that the turnout of coals from her mines was bound, before a long time had elapsed, to be fatal to her own industries. She was wasting her own capital, while affording actual help to others. If coal were a commodity which once taken from the ground could be replaced, the checking of the export would of course be an interference with the course of trade: yet even in such circumstances a prudent state may find interference politic. Most civilised states, for instance, feel compelled to check the unrestrained export of timber—not that timber is not a perfectly legitimate staple of export, but that the temptation to exhaust the future supply for the immediate benefit of the moment is one that is apt to be too strong for ordinary mortals. The state has wider and more continuing interests than the private individual, and as we do not apply the principle of free-trading to include the permission of each individual to rob or cheat his neighbour, so neither do these necessary checks on the injuries of the state for the benefit of the individual conflict with the principle of free-trade. Although in the abstract it would be doubtless better that no duties or taxes of any kind should be levied, it has been found essential to maintain a government in order to prevent liberty degenerating to licence. It is the object of the financier to arrange these burdens necessarily imposed so that they should be least oppressive to the nation at large. Experience has proved that heavy burdens on trade are not only burdensome to the individual, but by removing the possibility of profitable trading, are hurtful to the nation. This is what the apostles of free-trade sought to teach; not that the duties were in themselves sinful, as the doctrinaire of the day would fain have us believe. It is this latest phase of the doctrine that lately has been brought into prominence by men who, in their slavery to a cry, would sap the foundations of the principle on which that cry was originally founded. Much of the opposition to the proposal of the Chancellor of the Exchequer to place a tax on the export of coal really proceeds from this claptrap of men unable to work out the problem for themselves. If we are to entice an opinion on the future of the question, it is that the duty on exported coal has come to remain, and that instead of its being restricted to a mere shilling per ton, it will in the long run rise to a height which will place a real limit on the waste of the country's capital stock of energy. Energy, unfortunately, cannot be manufactured. We have been favoured by nature in possessing a large reserve stock admirably situated for cheap winning. Why should we present to our neighbours these advantages, which once lost never can be replaced?

Sir Robert Hart in a letter to M. Pichon, sent with a copy of the *Fortnightly Review* (containing Sir Robert's first article), says:—
"My English friends tell me that I have gone wrong as a prophet, and they express anxiety about my state of health. Have I lost heart? This is the question they ask. Perh ps I have gone too far in my statements as to what we shall see in the future; many things may happen to bring about entirely different results, and nobody would be happier than I to find the future relations (of foreigners with China) at once friendly and profitable."

EDUCATION AT QUEEN'S COLLEGE.

The Report of Mr. A. J. May, Acting Head Master of Queen's College, and that of Messrs. C. Clementi and S. B. C. Ross, the Examiners appointed by the Governing Body for the year 1900, as laid before the Legislative Council by command of His Excellency the Governor, and recently printed in the *Government Gazette*, provide bitter and painful reading. A largely increased roll, and a proportionately largely decreased teaching staff constitute the main burden of the first of these documents. If the Governing Body has any other than a purely nominal existence, it surely ought to secure that the staff keeps pace, in point of numerical strength, with the increased demands made upon it. We have an idea that the number of scholars for which Queen's College was originally built and equipped was nearly two hundred below the maximum daily attendance recorded in April of last year. The structure has not been enlarged in any way. If the figures given in Mr. A. J. May's Report be correct, the place must have been overcrowded. Why was this allowed, and who is responsible for it? The Pupil Teacher system originally introduced into English schools from the Netherlands, is now strongly discredited at home. How comes it that it is so extensively adopted in Queen's College? Moreover, are these young men Pupil Teachers in the strict sense—i.e., receiving instruction when not engaged in teaching? We ask this pertinent question because we search both Reports in vain for any record of such tuition! Mr. A. J. May complains that he has had to make use of lads from the first class as interim teachers? Why is he driven to such a discreditable make-shift expedient? The Report of Messrs. Clementi and Ross on the shocking condition of the first class is sufficiently convincing evidence of the practically worthless material that the Acting Head Master has been compelled to fall back upon. It is a well-known fact that no Normal College for the special training of teachers exists in the Colony. We ask again—Why is this? Teachers do not spring up ready-made in Hongkong, any more than they do in Europe. If the Government cannot afford to furnish Queen's College with a staff recruited solely from the British Isles, it ought to take care that there is a supply of properly trained native teachers of English. The only satisfactory way of meeting the demand would be to have a Normal School or Training College with its attached Practising School. Such an institution did exist years ago, when the educational machinery of the Colony was far less complicated than it now is; but, for some occult reason or other, it was closed, and has never since been re-opened. The community is now abundantly reaping the benefit of this ill-conceived action. It is a generally recognised rule, one too that was publicly enunciated quite recently by the Hon. F. H. May at one of the Sanitary Board meetings, that an official report should be a bald enumeration of facts, unaccompanied by any except the most essentially relevant critical remarks. In other words, it should be a document worked up with the homely plain-stitch of fact, embellished with the very minimum embroidery of decorative comment. Judged by this safe standard, we cannot but think that much of the matter embodied in the joint report of Messrs. Clementi and Ross might have been legitimately suppressed, or at least omitted in print, but forwarded to the Acting Head Master for explanation. We note that Queen's College is divided into Upper, Lower and Preparatory Departments. It would be interesting to learn what determines a scholar's promotion from one section to the one immediately above. As far as we have been able to discover, promotion is largely automatic. Thus a sudden influx of boys would entail the forced mechanical promotion, irrespective of fitness, of a big number of students. This we hold is a most vicious practice, and should not only be discouraged, but absolutely forbidden. The native youth looks upon the acquisition of English from a strictly utilitarian point of view. A knowledge, even a smattering, of Geography, History, Euclid, Algebra and Theoretical Grammar will not help him in

ordinary office routine: he regulates his conduct accordingly, and if tied down by syllabus or time-table to such work, will do it in the most perfunctory manner possible (you cannot make an unwilling horse drink, though you may lead it to the trough) with, naturally, only one possible result—inevitable and irremediable disaster at examination time. It is this, without the slightest shadow of a doubt, which is the real root-cause of the woeful and shameful collapse of the entire Upper School, under the searching tests set by Messrs. Clementi and Ross. The immediate revival of the competitive Government Scholarships, such as were in existence ten years ago, would unquestionably do something to encourage more systematic work on the part of students, not merely at Queen's College, but at other scholastic establishments in the Colony. We would point out that parsimony in educational matters, as has been proved time and again, is one of the most fallacious of economical doctrines. If the two Reports mentioned in our opening sentences awaken the Government, even at this late hour, to a fitting sense of its responsibility with respect to Queen's College, they will not have been drawn up wholly in vain.

THE CRISIS: TELEGRAMS.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 3rd May, 8 p.m.

Famine having rendered impossible the Imperial Court's remaining in Shansi, they are proceeding promptly to Kaifeng-fu, the ancient capital of the Sung dynasty in Honan.

A letter is published from General Tung Fuhsiang to Yung Lu, in which the former states that he acted entirely under the latter's order. He now contrasts his own disgrace with Yung Lu's honours.

KING'S MESSAGE TO HONGKONG.

The following circular despatch is published in the *Gazette*:—

Downing Street,
20th March 1901.

Sir,—I had the honour to lay before His Majesty the King your despatch No. 53 of the 11th ultimo, enclosing an account of the proceedings of the Legislative Council of Hongkong held on the 31st of January last.

2. His Majesty has commanded me to request you to assure the Legislative Council that he highly appreciates their assurances of the loyalty of the Colony.

I have the honour to be, Sir, Your most obedient, humble Servant,

J. CHAMBERLAIN.
Governor, Sir H. A. Blake, G.O.M.G.

HONGKONG SANITARY BOARD.

A special meeting of the Sanitary Board was held on the 6th inst. at noon, to consider a report from the Medical Officer of Health regarding an outbreak of foot-and-mouth disease amongst the Siege Train cattle at Kowloon. The Hon. W. Chatham (Acting Director of Public Works) presided, and there were also present Dr. J. Bell, Acting Principal Civil Medical Officer; Mr. A. W. Brewin, Registrar General; Dr. F. W. Clark, Medical Officer of Health; and Mr. G. A. Woodcock, Secretary.

The CHAIRMAN read the following report from Dr. Clark:—"I have the honour to report the occurrence of two cases of foot-and-mouth disease in the Siege Train bullock lines at Gun Club Hill, Kowloon. There are 380 bullocks in these lines, and the two infected animals were isolated as soon as the disease was recognised, and as the animals are all in the open it is possible that the disease may not spread. The remainder of the herd will be carefully examined daily, and any animals showing suspicious symptoms will be isolated at once. I find that the animals are watered at a trough beside the Briquette Works, and to reach this they have to traverse Austin Road. I would suggest that the Government be asked to instruct the Public Works Department to at once lay a water pipe to within

the bullock lines, so that the animals might be kept off the public roads. The drinking troughs will be thoroughly disinfected with permanganate of potash. It is necessary for the Board to declare the lines infected, but it will not be necessary to post watchmen. The Board should also, I think, prohibit the grazing of cattle in British Kowloon anywhere to the south of a line drawn from Mong-kok-tsui to To-k-wa-wan. This can be done under section 7 of Ordinance 17 of 1887." The CHAIRMAN added.—That was dated the 4th inst., and to-day Dr. Clark states there are no further cases reported.

The PRESIDENT proposed that the area be declared infected.

Dr. BELL seconded, and the proposal was agreed to.

On the motion of Dr. BELL, seconded by Dr. CLARK, it was decided to request the Government to lay on water to the bullock lines.

It was further agreed, on the motion of Dr. CLARK, to serve a notice in writing on all cattle-owners in British Kowloon to the effect that no grazing would be allowed anywhere south of a line drawn from Mong-kok-tsui to To-k-wa-wan.

This business having been concluded the PRESIDENT moved the suspension of the standing orders, and in doing so emphatically contradicted certain statements that had been made, to the effect "that plague cases from Yaumati, Tsimshatsui, Kowloon City and Hunghom, and even from the more remote parts of the Kowloon Peninsula, are all brought to Hongkong, the majority of them in the public ferry launches." These statements contained not one word of truth. As a matter of fact, the Board had its own boat, in which sick and dead were placed, and the boat was towed by a police pinnace to Kennedy Town Hospital. It was advisable that the public mind should not be alarmed, and he accordingly took that opportunity of making the contradiction.

Dr. CLARK regretted to say that two baskets of infected clothing had been sent over by a Star Ferry launch, and the explanation he received was that it was a mistake on the part of a foreman, who took it upon himself to send over this clothing in the quickest possible way. Clothing was frequently sent over by the launches after disinfection, but that there should be no mistakes in the future, the practice had been stopped. There was no danger, but it was best to run no risks.

This was all the business.

Another special meeting of the Board was held on the 8th inst. at 4 p.m. to consider a suggestion by H.E. the Governor to let plague patients in Yaumati be treated in their own houses, under proper supervision. The President (Hon. W. Chatham, Acting Director of Public Works), occupied the chair, and there were also present the Hon. F. H. May, C. M. G. (Vice-President), Dr. Bell (Principal Civil Medical Officer of Health), Dr. Clark (Medical Officer of Health), Lieut. Col. Hughes, R.A.M.C., Mr. A. W. Brewin (Registrar General), Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary to the Board).

The SECRETARY read the following minute from H. E. the Governor:—"In Hainan the doctor treated his plague patients in their own houses, and so saved a considerable percentage. The number of cases was not sufficient to form the ground for a working theory, but the doctor said, in answer to my enquiry, that the disease had not spread to the other inmates. I suggest for the consideration of the Sanitary Board that it may be well to try the experiment in Yaumati of permitting cases of which timely report has been given to be treated in their own houses, and, if they desire it, by Chinese doctors. The experiment could be closely watched, and in case of a spread of the disease to the other inmates, the permission could be withdrawn. It seems to me the only course promising any hope of assistance from the Chinese, without which, in a town situated like this, there is but slight hope of controlling the epidemic."

The PRESIDENT was of opinion that, from the patients' point of view, it could make very little difference where they were treated. The

disease appeared to be developing so rapidly and the rate of mortality was so high that it almost made no difference where a patient was treated—at his own home or elsewhere. From his personal knowledge of Chinese quarters in the city, in Yaumati, and elsewhere, he thought the method recommended for treating patients suffering from infectious disease would not be found practicable, especially where people were crowded together. There was no sub-division of the houses, and consequently no means existed of isolating a patient. The proposal, concluded the speaker, did not recommend itself to him.

Dr. CLARK suggested the establishment of a small hospital at Yaumati. The Sanitary Board already possessed a small matshed there which could be adapted to the purpose. There was no reason why patients should not be saved the discomfort of being carried across the harbour and conveyed to Kennedy Town. The matshed could easily be fitted up for the purpose, and if the people could be induced to report cases of infectious disease, four or five per cent. more might possibly be saved. The fact of patients having to be carried across the harbour seemed to deter people from reporting cases. As to the recommendation, Dr. CLARK thought their Chinese colleagues might express their views.

Lieut.-Col. HUGHES—Do you make any proposal?

Dr. CLARK—I am prepared to move that the Board recommend the Government to utilise the Sanitary Board matshed at Yaumati for the treatment of patients, provided they can get the services of a doctor from the College of Medicine to take charge of the hospital.

Lieut.-Col. HUGHES—I second that.

Mr. OSBORNE, dealing with the recommendation of H.E. the Governor, said that if adopted it would result in a very drastic change in the steps hitherto taken to combat plague, and he thought it rather late in the day to introduce that change. He thoroughly agreed with the President in saying that they ought not to support the recommendation. In Hainan the doctors saved a considerable percentage of cases, but there was not the slightest doubt the doctors in Hongkong could do the same if they got the patients in time. A Chinaman, when he got fever, simply went and lay down until it had developed into plague; then he was removed by his friends to Canton, or wherever his home was; more often, however, he was allowed to die and his body afterwards dumped into the street. After dealing with similar peculiarities of the Chinese where a question of illness is concerned, Mr. OSBORNE concluded by again saying that he thought it inadvisable to introduce at present any such step as that suggested by H.E. the Governor for the treatment of plague patients.

Mr. MAY agreed with what Mr. Osborne had said, and thought that the Sanitary Board at any rate might congratulate itself on the fact that since the plague outbreak of 1894, which took them unawares, plague had never got out of hand. That was more than could be said in India, where, he believed, the authorities had had to give in to native prejudices and practically admit themselves defeated. Although plague in the colony was pretty bad, it was not nearly so bad as in '94, when it was allowed to grow to a very serious extent before they knew anything about it. Therefore, he believed in leaving well alone and in profiting by what experience had taught them.

Mr. BREWIN asked if the Medical Officer of Health could give the percentage of deaths.

Dr. CLARK replied that the number of deaths last week was 65 per cent. There had been an increase in the number of unidentified deaths.

Mr. FUNG WA CHUN, in answer to Mr. Osborne, said he thought the Chinese were quite willing to report their cases, but admitted that coolies were in the habit of hiding them. Though not quite in favour of the suggestion to treat patients in their own houses, he thought it might be given a trial. In Canton, where such treatment had been tried, only one case out of nine had ended fatally. He suggested that the Board should write to the British Consul at Canton to enquire if such was the case.

Dr. BELL was of opinion that the recommendation of H.E. the Governor should not be supported—neither now nor at any other time. He detailed how cases of infectious disease were treated in hospital, and maintained that the same methods were impossible in a house—it might be a watchman's, or perhaps a rice-shop. Further more, there was no possibility of having proper supervision. There might be a dozen cases, or fifty or a hundred, and how they were going to exercise supervision he entirely failed to see. He therefore thought the Sanitary Board would make a great mistake if they held out any hopes of ever adopting the recommendation, which was one they should set their faces strongly against. He had heard something said about the conversion of a matshed into an hospital. To that proposal he had no objection, provided there would be proper medical supervision, either by himself or by Dr. Thomson. As to the treating of patients in their own houses, he would strongly oppose it. Hainan was in China, and there the doctor had no power or right to move his patients.

The PRESIDENT—Well, gentlemen, I think it would be the best way to express our opinion of this proposal by taking a vote. I think there is a pretty general consensus of opinion against it.

Dr. BELL I propose a resolution to the effect that the Board do not think it would be advisable to carry out the suggestion.

Mr. BREWIN—I think you might add, "unless information be forwarded."

The PRESIDENT—I second Dr. Bell's proposal.

Mr. MAY expressed the opinion that he did not believe the statement of the doctor in Hainan, nor did he believe that of Mr. Fung Wa Chun about the nine patients in Canton.

Mr. FUNG WA CHUN—It was told me by a man.

On a vote being taken, Dr. Bell's motion was carried. Mr. Brewin was the only member who voted against it.

Dr. CLARK's motion that the Sanitary Board matshed at Yaumati be converted into a hospital, which had been seconded by Lieut.-Col. HUGHES, was then put to the meeting.

Dr. BELL—There is one thing to say about that. Where are you going to bury the people who die in the matshed?

Dr. CLARK—They would be brought across here, as at present.

Mr. OSBORNE—Plenty of space at Kowloon.

On a vote being taken, the motion was carried unanimously.

The PRESIDENT intimated that the proposal put forward at last ordinary meeting of the Board to increase the number of men on duty to patrol the streets and prevent as far as possible the dumping of dead bodies therein had been sanctioned. If available, an additional number of men would be obtained from the military to assist in the patrol.

Mr. FUNG WA CHUN proposed the erection of an hospital matshed in Wan-chai. He thought it was necessary to have one, to do away with the carrying of people through the streets up to Kennedy Town. Whilst on that point, he might say that he had seen the private effects and clothing of sick people carried right along Caine Road close to the residences of Europeans. Therefore he begged to propose that matshed be erected in the district he had named.

Mr. OSBORNE seconded. He also was opposed to the carrying of patients through the streets, and thought that the continual sight of dead-boxes and ambulances was inimical to the public health. In his opinion, it was very unwise always to hold before people's eyes this unnecessary evidence of the existence of plague.

Dr. BELL was not in favour of the proposal. There was already a good hospital in Wan-chai, besides a mortuary where bodies could be effectually dealt with. Further, he did not think the presence of dead-boxes in the street had any serious effect upon anyone. He himself had seen Chinese laughing and smiling whilst one was being carried past, and he rejected the suggestion that the practice tended to cause plague. Reverting again to the proposal for the erection of a matshed in Wan-chai. Dr. BELL said that if he were a resident in that district he should oppose it tooth and nail.

[May 11, 1901.]

The PRESIDENT supported Dr. Bell in his objection to the proposal, and said that they already had an admirable hospital at Kennedy Town, where patients would have to be carried under any circumstances.

Mr. OSBOURNE—We recommended the same thing last year.

Dr. CLARK—Yes, but last year saw the Wan-chai epidemic.

Dr. BELL again spoke, and referred to the difficulty that would be experienced in getting servants. An ordinary coolie was now getting for work at the hospitals \$15 where he should only be getting \$5, and washermen and cooks were getting \$20.

On a show of hands, five voted against Mr. Fung Wa Chun's proposal and four in favour of it.

In reference to the proposed hospital at Yau-mati, Mr. MAY asked how the supervision would be conducted.

Dr. BELL said the supervision would be similar to that in the Tung Wa branch, and would be conducted by a European doctor.

This was all the business.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a special meeting of the General Committee of the Hongkong General Chamber of Commerce, held at the Chamber Room, City Hall, at noon on the 27th April.—Present. Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Hon. J. J. Keswick, Messrs. W. Poate, R. L. Richardson, N. A. Siebs, H. E. Tomkins, Hon. J. Thurburn (*ex officio*) and R. C. Wilcox (Secretary).

THE CHINESE TARIFF AND THE PAYMENT OF THE INDEMNITIES.

The Chairman said that the meeting had been called to discuss a very important matter. He supposed they had all read the letters from the China Association which had been circulated. There was no doubt that some of the Powers were very anxious to get their indemnity, and several of them would not object to a sacrifice of commercial interests so long as they got hold of the hard cash. One Power not much interested in sea-borne traffic would be rather glad to see an increase of the tariff, as it would help to divert some of the China trade overland. This would give her a great advantage and would work to the detriment of those Powers engaged in the maritime trade. He thought they should set their faces steadily against any increase of the tariff until there was a clear guarantee that all abuses in the levy of taxation on trade would be permanently done away with. After discussion, it was eventually decided to send the following telegram to the agent of the Hongkong and Shanghai Banking Corporation at Peking before addressing one to London:—"Before wiring Chamber of Commerce, London, Chamber of Commerce Hongkong would like to know if it is true that some of the Powers are advocating immediate increase Chinese Customs Tariff with a view to facilitating raising of indemnity loan, leaving all other outstanding mercantile grievances unsettled in the meantime."

REUTER'S POLITICAL TELEGRAMS.

The Secretary said that Reuter's agent here had shown him a letter from their Shanghai agent, in which the following passage occurred:—"I shall also be glad to have a copy of the agreement with the Chamber at Hongkong and to know if you think it would pay more than it does if we increased the service from Bombay, as we may shortly do, for the *Daily News* and *Mercury* here." He had looked through the records, but could find no agreement, if any existed. It was made, if made at all, in 1877, but some of the annual reports in the sixties and seventies were missing. Did the Committee think that an increase could be given for a better service? Would subscribers be prepared to pay a slightly enhanced subscription?

The Chairman said he thought that to secure an improved service they should certainly be ready to pay an increased subscription. It was one of the objects of the Chamber to secure good and early intelligence, and they should be prepared to pay an increase for a better service, even if the service was again run at a slight loss.

The Committee generally were of opinion that an augmented service was worth paying for even if it became necessary to raise the terms at which the messages were supplied to subscribers.

Ultimately it was left to the Secretary to find out the extent to which it was proposed to increase the number of words telegraphed and the amount of increase in the monthly subscription required by Reuter.

The following correspondence was submitted:

THE CHINESE TARIFF.

Hongkong, 25th April, 1901.

To the SECRETARY,
Hongkong Chamber of Commerce.

SIR,

I am directed by my Committee to forward to you enclosed copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch of relative to the question of Tariff Revision. It is hoped that your chamber may see fit to co-operate with the China Association in endeavouring to prevent any settlement of the question calculated to prove detrimental to British interests in China.

It will be esteemed a favour if you will be good enough to communicate to my Committee the views of the Chamber of Commerce on this most important subject, and to let them know what, if any, action it is proposed to take.

I am, Sir, yours obediently,

(sd.) M. STEWART.

Hon. Sec., China Association.

China Association,
Shanghai Branch, 3rd April 1901.

J. J. FRANCIS, Esq. K. C.
Chairman, Hongkong.

DEAR SIR,

I am instructed by the Committee of this Branch to forward to you the enclosed copy of a Memorandum for the consideration of which a meeting is called for to-morrow afternoon; the decision of the Committee as to the action to be taken will in due course be communicated to you.

The Memorandum explains itself, and I need not occupy time in enlarging upon it. The subject dealt with is of such importance that it is trusted that your Committee will co-operate in wiring to London urging that the strongest possible protest be entered against any hasty action in dealing with the Tariff in the manner which seems to be proposed; such action would be absolutely fatal to commercial interests, and would entirely give away the only lever which we possess for obtaining redress of existing grievances.

Though until our meeting is held, I am unable to say what will be the action taken here, our telegram to London will probably be on the lines of the following draft, which will be submitted to the meeting:—"With reference to the indemnities we have good reason to believe that certain Powers propose international guaranteed loan secured by the simple process of raising the tariff to 10 per cent. Strongest possible protest should be made against any hasty action in the treatment of the tariff thereby endangering development of trade and destroying only available lever for procuring redress of existing grievances. It should be urged that China be pressed to provide the service for the indemnity out of existing native sources of revenue, which are known to be capable of adequate expansion under honest administration. Present conference of Ministers is eminently unsuited for the settlement of complex commercial questions in which several have no interest. England should use every effort to reserve such settlement by leading Commercial Powers later."

This of course will require a good deal of pruning and adaptation to local exigencies, but it represents the general sense of the message which the Committee will probably adopt.

I am, Dear Sir.

Yours faithfully,

LEONARD KEEF,
Secretary.

MEMORANDUM.

I have information from Peking that some of the Powers, either because they have no commercial interests, or because they are in a

hurry to get their money out of China, are urging that the question of the payment of the indemnity should be settled by a loan collectively guaranteed by the Powers, and secured on a drastic increase of the Customs' Tariff. They are urging, I understand, that such questions as Tariff revision, abolition of *lekin*, the creation of new sources of revenue, &c., are all too complicated for discussion in the present situation; that to enter on such discussion will cause the negotiations to drag on indefinitely, and that the concert will not be able to endure the prolonged strain. It is also stated that the British Government shows signs of being inclined to agree—the solution of the difficulty being an easy one, as following the line of least resistance.

It is no doubt within the recollection of the Committee, that at the time of China's financial difficulties after the Chino-Japanese war, a similar proposition was put forward and was urged by Li Hung-chang during his European tour in 1896. The plausible argument put forward was—Double the Tariff, and there is the money. It will be remembered also that the Chambers of Commerce here and in Hongkong, as well as the Committees of the Association in both places and in London, vigorously protested against this "easy solution," the standpoint being that, whilst merchants in China were quite willing that the Tariff should be revised in China's favour, yet that a *quid pro quo* was necessary on China's part, securing her more honest fulfilment of the Treaties and redress of existing grievances of irregular inland taxation—that, in fact, the concession of an increased Tariff should be used as a lever for relieving trade from its present hampered conditions.

The point was considered to be of such importance that the Chamber of Commerce and the Association combined in sending a special delegate to Peking to urge the views of the Shanghai community upon the Ministers, and I had the honour of undertaking the work. From interviews that I had with Sir Robert Hart I am certain that the "easy solution" was of his fathering, and Li Hung-chang was of course keenly urging it. It is very probable that the reported present inclination of the British Government to agree to the "easy solution" is not unconnected with the representations of Sir Robert Hart.

On the other hand, my information is that the British Minister is completely opposed (personally) to the "easy solution." His desire is altogether to separate the commercial negotiations proper from the present "peace" negotiations; for this purpose he desires that China be asked to provide the revenues for the indemnities by handing over the proceeds of certain existing revenues, viz.: Salt, Native-Customs, Rice Tribute, &c., up to the amount required for the service of the indemnity; this need not involve, in the first instance at any rate, direct foreign control over the administration of these revenues, though such control might be held *in terrorem* over the heads of the Chinese, should they fail to make the required payments. The idea is, in fact, that under the stimulus of necessity the Chinese would themselves extract a sufficiency of revenue from these sources, in the same way as, under Sir Robert Hart's advice, they have extracted a sufficient increase from *lekin* revenue in certain provinces (in which provinces, and at whose expense, we wouldn't go into at present), in order to elude the control which was contemplated when certain provincial *lekins* were included in the guarantees for the 1898 Loan. Sir Ernest Satow, I am told, is opposed to the raising of a "collectively guaranteed loan," his view being that the indemnity due to each State should form a debt due to it by China, on which she would pay interest and amortisation until complete redemption; possibly this may be going too far as a representation of Sir Ernest's views, but any way his main point is to provide, if only temporarily, for the services of the indemnities without touching the big questions affecting foreign trade, so as to leave them to be dealt with carefully and deliberately on their own merits after the "peace" negotiations are over.

Plainly, I think we must all agree that this policy of the British Minister is one which the Association should strenuously support. To settle the indemnity question by a stroke of the

pen imposing a 10 per cent. *ad valorem* duty in lieu of the existing tariff would mean giving away the only leave we have for obtaining redress of existing grievance as to *lekin*, Inland Navigation, &c., and to commit to the representatives of eleven Powers, most of which have no commercial interests worth speaking of, the settlement of commercial questions in which the future trade of China is involved, would be, on the part of Great Britain, simply suicidal.

I would suggest to the Committee that we should take immediate action in this matter; we need not commit ourselves to any definite proposals as to how the service of the indemnity should be provided: that, perhaps, would be going beyond our province; we might, however, urge that pressure be brought to bear upon China to provide for the service of the indemnity out of existing sources of revenue, distinct from foreign trade, which under more careful and honest administration are known to be capable of adequate expansion; in any case the point upon which we ought to lay stress is that the actual and potential development of British trade should not be jeopardised by any hasty and ill-considered scheme of increase of the Customs' Duties, which would merely aggravate existing anomalies, and deprive us of the only lever for extracting from the Chinese the redress of grievances which hamper both the productivity of the Empire, and the growth of foreign trade and shipping. We might add also that the present Conference of Ministers, in which representatives of Powers having hardly any commercial interests in China appear to have an equal voice, cannot be regarded as a satisfactory instrument for conducting complicated commercial negotiations, and that the British Government should therefore make every effort to keep such negotiations apart for future settlement by the leading commercial Powers as soon as normal conditions of Government have been restored in the country.

The matter is one which, though I think it calls for action as speedily as possible, ought to be considered in full committee meeting; a meeting to-day is impossible, and tomorrow, being mail day, is inconvenient; will the Committee meet at my office on Thursday at 3 p.m.?

It will, I think, be desirable to invite the Hongkong Committee to co-operate with us, and perhaps the Committee will agree in my sending a copy of this Memorandum to Hongkong by the out-going mail.

J. G. DUDGEON,
Chairman.

Shanghai, 2nd April, 1901.

China Association,
Shanghai Branch, 8th April, 1901.
J. J. FRANCIS, Esq., K.C.,
Chairman, Hongkong.

DEAR SIR,

Confirming my letter of 3rd instant, I now beg to inform you that at a meeting of this Committee, held on 4th instant, it was decided to send the following telegram to the London Committee:

"With reference to the indemnity there is every reason to believe that certain powers propose an international guaranteed loan secured by the simple process of a drastic tariff increase strongest possible protest should be made as although increase tariff is admissible such hasty action in the treatment of the tariff destroys the only available lever for the redress of present grievances, besides menacing trade expansion; pressure should be brought to bear upon China to provide service indemnity from existing sources of native revenue, which, honestly collected, are known to be capable of adequate expansion; the present conference of Ministers of eleven Powers, several of whom have no commercial interests, is eminently unsuited to settle complex commercial questions which should be reserved for future settlement later by the leading commercial Powers. Every effort should be made to this end."

Trusting that your Committee will see its way to co-operate in this important matter,

I am, dear Sir,
Yours faithfully,
LEONARD KEE,
Secretary.

Hongkong & Shanghai Banking Corporation,
Hongkong, 20th April, 1901.
J. J. FRANCIS, Esq., Chairman,
China Association, Hongkong Branch.

DEAR SIR,

As requested by you to day we have wired our London Office as follows:

"Following wired at the request of China Association, Hongkong Branch. They fully concur in Shanghai wire 4th April. Urge strongest possible protest against increase tariff except on condition total abolition abuses internal revenue, *lekin*, &c."

Yours faithfully,
H. W. FRAZER,
p. Sub-Manager.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

Sir,

It having been brought to the notice of this Chamber that a movement was in progress at Peking, favoured by certain of the Powers, to settle the question of the payment of the indemnities by China through a loan guaranteed by the Treaty Powers and secured by an increase of the Chinese Customs Tariff from 5 per cent. *ad valorem* to 10 per cent., the Committee lost no time in securing corroboration of the report, and then telegraphed to you as follows to-day:

"Chamber Commerce, London.

"Referring Chinese Indemnity, it is proposed by certain Powers to raise guaranteed Loan secured by doubling Tariff. This Chamber most earnestly submit Government should on no account agree any increase existing Tariff unless accompanied by substantial redress grievances connected *lekin* and other internal taxation and satisfactory settlement question inland waters navigation.

"T. JACKSON, Chairman.

"Hongkong Chamber Commerce."

PRESIDENT,
London Chamber of Commerce.

3rd May, 1901.

The Committee are not opposed to the idea of raising the Chinese Tariff *per se*, but they entertain invincible objections to making such a concession without obtaining simultaneously the most absolute guarantees for the redress of existing mercantile grievances and the abolition of irregular inland taxation. The increase of the Tariff should be regarded as the *quid pro quo* for the abolition of *lekin*, the merging of the native-managed into the Foreign Customs and their collection by the staff of the Imperial Maritime Customs, together with the permanent removal of the numerous inland barrier stations at which such duties are now collected on imports until they reach the point where the burden of taxation renders them unsaleable. If any increase of the Tariff is concerted before the questions connected with collection are satisfactorily settled, there will be no chance of obtaining such settlement later on, for we shall have parted with our most cogent argument in advance. The difficulties in the way of the realisation of our demands are already sufficiently great; the provincial officials will strenuously oppose the abolition of *lekin* and the barrier dues, which have for many years been their main sources of revenue, and they will only yield on its being shown that this loss will be made good to them out of the increased Customs revenue.

The danger that now menaces commercial interests is that those Powers whose sea-borne commerce is on a very limited scale are distinctly inclined to support any scheme which will serve to secure the prompt payment of the indemnity claimed by them from China. They can view with something more than equanimity the diversion of some of this traffic overland in consequence of the enhanced duties, especially if it passes through their territory, and this equanimity will not be disturbed by the consideration that the bulk of the increase in the Chinese Tariff will have to come out of the pockets of Anglo-Saxon and German merchants and manufacturers.

In view of these facts, therefore, and the certainty that any reforms in the Chinese methods of taxation must be made prior to the increase of their Tariff, I beg to urge upon your Committee the necessity of an early and energetic appeal to the Foreign Office to stand firm against any and all attempts to

come to a premature and disastrous arrangement with regard to payment of the indemnities. So far as the Treaty Powers interested in the sea-borne commerce with China are concerned, they would prefer to wait indefinitely for their indemnity rather than barter away the prospects of future trade for the sake of its prompt liquidation.

Trusting that your Committee will fully appreciate the urgency of the question and its important bearing on trade with China,

I am, Sir, yours faithfully,
T. JACKSON, Chairman.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1901.

SIR,

I beg to acknowledge receipt of your letter of the 25th ult., transmitting copies of certain letters and telegrams which have passed between the Hongkong and Shanghai Branches of the China Association and the London Branch, relative to the question of the revision of the Chinese Tariff, and expressing the hope that this Chamber will co-operate with the Association in endeavouring to prevent any settlement of the question in the direction of increasing the Tariff without first securing guarantees for the abolition of the abuses connected with the collection of duties.

In reply, I am instructed to enclose, for the information of your Committee, copy of a telegram despatched to-day to the London Chamber of Commerce and of a letter sent to that body by the following mail.

Trusting that the efforts taken by the Association and the Chamber may not prove without influence on the action of His Britannic Majesty's Government in the matter,

I am, Sir, yours faithfully,
R. CHATTETON WILCOX,
Secretary.

MURRAY STEWART, Esq.,
Hon. Secretary,
China Association, Hongkong.

THE SPECIAL JURY QUESTION.

MEETING IN CITY HALL.

The question of the indiscriminate summoning of special jurors to serve in civil cases whose importance does not justify the retaining of their services is one that has of late aroused very active interest in the colony. The matter has reached an acute stage, and on the 6th inst. a special meeting of jurors was held in the City Hall at noon to consider the following resolution:—"That in the opinion of this meeting the jury system as applied to civil cases constitutes an unnecessary hardship upon jurors, and that the Government be asked to legislate for its total abolition in such cases."

The meeting was a representative and fairly large one, and included Captain G. C. Anderson and Messrs. A. Babington, J. W. Bolles, R. Cook, D. W. Craddock, W. Danby, A. Denison, W. H. Gaskell, J. N. Goosmann, W. D. Graham, S. Hancock, A. Haupt, Ho Fook, B. Layton, R. K. Leigh, Liao Tse San, J. A. Mackay, H. N. Mody, A. G. Morris, D. M. Moses, J. Orange, E. Osborne, D. E. Brown, J. C. Peter, G. W. F. Playfair, W. Poate, W. H. Potts, W. H. Ray, T. J. Raymond, F. J. Rose, E. W. Rutter, W. H. Saunders, R. G. Shewan, J. G. Smith, C. H. Thompson, G. L. Tomlin, A. Turner, R. C. Wilcox, and P. Witkowski.

On the proposal of Mr. W. Poate, Mr. R. G. Shewan was elected to the chair.

Addressing the meeting, Mr. SHEWAN said—Gentlemen, we have met here to-day to see if something cannot be done to improve the present law as to summoning special jurors for civil cases which on the face of them could be better settled by a judge alone. I hope that no one is running away with the idea that we want to abolish juries altogether or do away with the time-honoured right of a man to be tried by his peers. Trial by jury in civil cases is a good safeguard against a weak or partial judge, and I would not for a moment go as far as some of you and advocate its total abolition in all civil suits. However, I might now read you a memo. handed me just now on this point:—"In the Straits Settlements, throughout Penang, Singapore, and Malacca, the law lays down that a civil suit shall be heard and determined without a jury. In criminal matters, after agitation by the com-

munity, it was decided to amalgamate the special and common juries, power, however, being reserved to the judge to allow a special jury if he considers the application just and reasonable. There are some other details as regards juries in the Straits, and why should Hongkong not be placed on the same terms?" I admit there have been too many cases lately for which special juries seem to have been called at the caprice of one of the litigants, and to busy men whose time is valuable such a system is intolerable. In one case after all I believe the finding of the jury was set aside in part by the judge, so if a judge can do that, where the great value of a special jury comes in, I fail to see. (Hear, hear.) On the other hand there are cases in which a judge will be glad to have the opinion of practical business men as to custom and practice in affairs of trade. I remember one case in which I listened with astonishment to a learned judge and counsel arguing as to whether a bill of lading had been executed by the consignee or shipper. They never decided it, for I never heard of the shipper or consignee executing a bill of lading, and I fancy if some of our smart young shipping clerks had been there they would have informed the Court that that can only be done by the master, owner or agent of the vessel. In a small place like Hongkong service as special jurors must bear hardly on a few, but I think the burden would be more evenly distributed if the law did not permit solicitors to strike out the names of their friends without giving a reason, and if the clerk of the Court were severely admonished to be more careful in seeing that the names of those who have served do not go back into the ballot box till all the others after him on the list have served in their turn. You have done me the honor to elect me chairman of this meeting, but I may say that the notice on the paper was not mine, nor is the resolution therein proposed. I say this, because, in fact, personally I would rather have waited until the New Code drawn up by the Chief Justice had come into operation, and we could have seen how it worked, as from what I can learn it is likely to meet all our difficulties. However, now that we have put our hands to the plough we cannot go back, and I cannot see that it will do any harm to follow the suggestion of the Chief Justice the other day and address the Government at once. I am therefore prepared to vote for the resolution as it stands in the notice. I would suggest that you now bring forward your resolutions, and afterwards we can nominate someone to draw up a letter to the Government which we can all sign later on forwarding the resolutions come to. I feel quite sure that the Governor will not turn a deaf ear to our tale of woe, although I doubt if more can be done at present than what Sir John Carrington is now doing in the New Code. (Applause.)

Mr. OSBORNE—Mr. Chairman and gentlemen: The responsibility for calling this meeting rests with me, and arose in consequence of the Chief Justice's remarks to the jurors who were called the other day to serve in a condensed milk case. His Lordship sympathised with the jury for having been summoned in such a case, and intimated that if we special jurors considered we had a grievance we should address the Government on the subject. Gentlemen, this is, I think, the third instance within about two years where I have sat as a juror and where the judge has either allowed us to depart without hearing the case or where we have given our decision without wasting our time listening to the whole of the evidence. This shows, I think, that there was no necessity to summon us, and that the jury system as applied to Hongkong is frequently abused. For my own part I consider compulsory service an unjustifiable interference with the liberty of the subject. (Hear, hear.) Other methods are adopted in other countries—commercial assessors, for instance—which appear to work well and might be applied to the English Courts. The principal fault to my mind lies in the fact that the legal fraternity have it in their power to compel the attendance of special jurors, and that for reasons of their own they unnecessarily exercise that power in cases which might be equally well disposed of by the judge alone. That it should be possible for busy men to be dragged from their offices at the instigation of the most recently imported solicitor's clerk and

compelled under threat of imprisonment to waste three or four days in a musty court listening to the laboured arguments of counsel endeavouring to convince seven men quite as intelligent, though perhaps not so learned, as himself that black is white or white is black—that it should be possible for energetic business men who make this colony and build up the commerce on which the legal fraternity thrive, to be condemned to several days' physical discomfort and mental torture, adjudicating in some paltry squabble between landlord and tenant, disentangling truth from the perjured evidence of native suitors, or deciding as to who shall sell tinned turnips in the colony—these things, I maintain, constitute an abuse of the jury system and should not be sanctioned by law. The men who in days gone by sacrificed their lives to give us the privilege of trial by jury, did not contemplate this local travesty of justice, this absurd parody of a sacred right, and it is but due to their memory and to our own self-respect that the abuses I speak of should forthwith cease. (Hear, hear) I therefore ask you to support the resolution which I shall now propose, viz:—"That in the opinion of this meeting the jury system as applied to civil cases constitutes a hardship upon jurors, and that the Government be asked to legislate for its total abolition in such cases."

Mr. POATE seconded.

The CHAIRMAN said he made a mistake when he said he would support the resolution. He understood it to refer to such civil cases as could be decided by a judge. Personally, he did not believe in abolishing special juries in all civil cases, and as the resolution stood he could not support it.

Mr. OSBORNE said he was prepared to alter the resolution to secure the unanimity of the meeting.

The CHAIRMAN then proposed as an amendment the addition of the words "in which, in the opinion of the Chief Justice or Judge for the time being, such jury is not advisable."

Mr. WILCOX—The amendment, I think, will meet the case, and I am quite sure the New Code will give us what we want. A jury should not be called unless, in the opinion of the judge, it is necessary that it should be so called. I beg to second the amendment.

Mr. BROWN then proposed as a further amendment "that to lessen the likelihood of a special jury being called in unimportant special cases the Government be asked to fix the minimum daily fee at \$50 per juror."

Mr. POATE seconded.

These amendments, together with the original resolution after a lengthy discussion were put to the meeting and duly carried.

It was afterwards pointed out that Mr. Brown's amendment as it stood was ambiguous, and Mr. BROWN asked that the word "unimportant" be struck out.

The CHAIRMAN—Impossible; the amendment has been passed.

Mr. LEIGH—Then we may get \$10 or nothing for important civil cases?

The reply being in the affirmative, Mr. Leigh proposed that in important civil cases the fee should be \$75 per juror per day, with a minimum of \$50.

The CHAIRMAN—The reply to that is that we don't go there to make money.

Mr. LEIGH was aware of that fact, but pointed out that when they did go they lost money. He said a minimum of \$50 because, if a man's services were required, they ought to be paid for. Fifty dollars a day was £1,500 per annum—a sum far below what a business man generally could earn by being allowed to look after his business. A man should be paid for jury service proportionately to his income. In that morning's newspaper he had read that in Australia they paid a juror two guineas a day.

The CHAIRMAN—That isn't \$75 a day.

Mr. ORANGE seconded Mr. Leigh's amendment. The only difference, he said, was that Mr. Osborne objected to being called on a jury in a small case, while he (Mr. Orange) similarly objected to being called on a jury on a big case. (Laughter).

Mr. OSBORNE—I think we should stultify ourselves if we support Mr. Leigh's motion. This question arose not in connection with respective rates of pay—(hear, hear)—but in connection with the unnecessary calling together of juries. I don't think it would be altogether

right of us to bring into the question anything about pay. We are all of us ready to take our places in the jury box when it is necessary to have us in court, and I am quite sure every man will go there and do his duty. (Applause). In England, I believe, special jurors are selected from the leisure classes—classes which have plenty of time to spend in these matters, and I don't think any business man in London is called away from his business to adjudicate in minor issues of law. Certainly my own idea in bringing this matter forward was to remove a grievance—not to earn money. (Hear, hear.)

Mr. WILCOX—I think we ought not to pass this resolution of Mr. Leigh's. I don't think it would have a good effect on the Government, and at any rate it would not look well. Furthermore, I don't think any of us would object for a moment to serve in a jury case; it is our privilege, so to speak. The object of this meeting is simply to record our objections to be called to serve in trivial cases. I quite agree with the remarks that have been made on that question, and I also think we should serve for a reasonable fee, and do our duty as citizens. (Hear, hear.)

Mr. LEIGH withdrew his amendment, but expressed his dissatisfaction with the one that had been passed. According to its wording, it would rest with the judge whether they received \$50 or nothing.

The CHAIRMAN—I think we are making much ado about nothing. I really believe the Government will ask us to wait for the New Code.

Mr. LEIGH—Perhaps a resolution with reference to jurors serving in turn might go along with these other resolutions. I can remember its being distinctly arranged that every juror was to serve in turn, and here we are back again with the same jurors coming out of the ballot box time after time, and certain jurors never serving at all. I beg to propose "That a special juror having served once should not be called upon to serve again until all the others have served their turn."

Mr. SAUNDERS seconded.

The CHAIRMAN said that was a matter he mentioned in his opening remarks. He was about to ask that it be consolidated with the original resolution and sent in with a letter to the Governor. He believed there was a rule in existence to the effect that the names of jurors who had already served should be taken out of the list, and he thought they might ask His Excellency to give instructions to have that rule properly carried out. Would that meet Mr. Leigh's wishes?

Mr. LEIGH—Yes, that meets my wishes.

The CHAIRMAN then asked that nominations be made for the committee to draw up the letter to the Government forwarding these resolutions.

Mr. DANBY proposed that the Chairman and Messrs. Poate, Osborne, and Brown be elected.

Mr. HAUPT seconded and the proposal was agreed to unanimously.

Captain ANDERSON said the thanks of the special jurors were due to Mr. Osborne for the very public-spirited lead he had taken in the matter. Their thanks were also due to Sir John Carrington, who had given them his sympathy, his position preventing him doing more at the outset, though they hoped for more from his mature experience when the matter came to be discussed in high quarters. There was no doubt as to the hardship entailed on bankers, merchants and other busy men in important cases. It was their duty and they did not complain, but when such men were asked to waste their time to the detriment of their own interests, and that of others, by sitting on disputes over the label of a tin of condensed milk, then he said it was a great injustice on the brain-workers of the Colony.

Mr. PLUMFAIRE said that, as the special jurors were in most cases Justices of the Peace he thought the Chairman, as representing the wishes of the meeting, should request their representative on the Legislative Council to represent their views to His Excellency the Governor in or out of Council if necessary.

The Chairman—if that is your wish I shall be glad to do so.

Agreed.

A vote of thanks to the Chairman, proposed by Mr. OSBORNE, brought the meeting to a close.

THE STRANDED "SOBRAON."

Monday.

There was on the 4th inst. nothing new of importance to relate regarding the steamer *Sobraon*. Indeed, according to telegrams which had been received by Mr. Ritchie from the P. & O. Company's agents in Foochow, it will be impossible for three or four days to say definitely whether or not there is a chance of floating the ship.

The P. & O. Company has chartered the coasting steamer *Chefoo* to assist the *Coromandel* in the salvage operations, and also to maintain communication with Foochow. The *Chefoo* will further prove useful in the towing of junks cargo-laden from the stranded steamer. To act in conjunction with the *Chefoo*, the Foochow agents of the Company have hired a tug, which is leaving that port at once for Tung Yung Island. Latest advices from Tung Yung say that the weather is calm, and that there is every likelihood of its continuing so.

With regard to the junk which is reported to have disappeared with a great quantity of passengers' baggage, no official confirmation has been received at the Company's offices here, but Mr. Ritchie is inclined to believe that the report is true. He states that a Chinese gunboat, which has already been several times to the scene of the wreck, is now patrolling to prevent the recurrence of such piratical happenings in the future. The gunboat carries a large number of Chinese soldiers on board. It is expected that the absconding junk will be captured.

Yesterday the P. & O. office here was in receipt of no telegrams regarding the wreck.

Tuesday.

Capt. F. D. Goddard, of the firm of Messrs. Goddard and Douglas, marine surveyors, arrived from the scene of the wreck of the P. & O. steamer *Sobraon* on the 6th inst. by H.M.S. *Hermione*, which left Tung Yung Island on the 5th inst.

Capt. Goddard states that he found conditions changed for the worse, and he thought that all chances of saving the vessel were very remote indeed. Pumps were placed into position in the stoke-hole and were tried on the 3rd and 4th inst., but made no impression whatever in this compartment. The water, Capt. Goddard says, rises to the spar deck on the starboard side of the vessel at high water. Capt. Goddard concluded by saying that, considering the *Sobraon*'s position, jammed as she is between the rocks, in his opinion the vessel cannot be saved.

Mr. H. A. Ritchie was in receipt of a telegram bearing out the remarks made by Capt. Goddard, and stating that the conditions were not so favourable as heretofore, but operations were still being carried on, and it was impossible to say at present what would become of the steamer. The position of affairs was most discouraging.

Wednesday.

That the P. & O. liner *Sobraon* is now beyond all possibility of help is practically certain. The news published on the 7th inst. that matters at Tung Yung Island had changed for the worse is now confirmed. Two telegrams were received at the local offices of the P. & O. S. N. Company yesterday—one from Shanghai and the other from Foochow. The wire from Shanghai was to the effect that the conditions at Tung Yung Island were most unsatisfactory. There was a considerable movement of the entire ship, and the divers had reported that the steamer was crashing into the rocks and settling down over those penetrating her frame. As a consequence of this movement, it had been found impossible to patch up the holes in the ship's sides and bottom from the outside. The telegram from Foochow was couched in similar discouraging terms, and stated that in consequence of the ship's less hopeful position the difficulties attending the salvage operations had so greatly increased that it was decided to strip the deck-fittings. Following these telegrams was a letter from the captain of the steamer *Coromandel*, stating that the *Sobraon* was past all hope.

Supposing, however, that the *Sobraon* had not itself proved the impossibility of ever getting off the rocks, and that the damage was not so extensive as not to admit of a chance of

towing her into the water, there is another factor that would have told seriously against the operations to save the steamer—the danger another vessel would run in attempting to tow the *Sobraon* off. The channel leading to the place where the *Sobraon* lies is honeycombed with sunken rocks and swept with cross tides, so that towing operations, even if practicable, would be attended with great danger.

Mr. H. A. Ritchie, local Superintendent of the P. & O. Company, has telegraphed to the head office of the company in London a full account of the position of affairs, and now awaits instructions as to what is to be done with the *Sobraon*.

Friday.

No further news is to hand, except that salvage operations are temporarily suspended.

NEW PRAYA RECLAMATION SCHEME.

The following further correspondence has been forwarded to us for publication:—

MR. CHATER TO THE ACTING COLONIAL SECRETARY.

Hongkong, 20th April, 1901.

Sir,—1. Referring to previous correspondence on the subject of the proposals for the reclamation of the foreshore at Wanchai, I have now the honour to hand you for submission to His Excellency the Governor a report of the proceedings at a meeting of the Marine Lot-holders in the Wanchai District, held to consider the question. I also transmit copies of Resolutions passed at that meeting, which was held in the City Hall on Wednesday last, the 17th ult.

2. There were present at the meeting, or represented, all the Marine Lot-holders interested except two, and I have no reason to believe that any opposition need be expected from either of these. Of the assent of one of them I am assured. At that meeting I fully explained to the persons present the details of the project and the course of the negotiations with the Government, and was prepared to answer any questions or consider any suggestions that might be put forward. There were, however, none. My address to the meeting is fully and accurately reported, as are all the proceedings. The Resolutions were passed by a unanimous vote, and I was duly authorised to forward them to you.

3. I have now, therefore, to request that you will move His Excellency the Governor to transmit the whole of the plans, correspondence, and papers connected with the proposed Reclamation to the Right Honourable the Secretary of State for the Colonies at as early a date as possible, with His Excellency's report and recommendations thereon.

I feel sure that after the very full and careful consideration given to this matter by Sir Henry Blake, he will feel himself in a position to urge strongly on the Secretary of State the merits of the scheme and the advisability of proceeding with it without delay, and that, with the support afforded by His Excellency, there can be no doubt of the approval of the Home Government.

4. Before the correspondence is transmitted to the Secretary of State, may I, however, be permitted to call attention to one trifling inaccuracy in your letter to me of the 12th February last. In the 4th paragraph of that letter you say that His Excellency is of opinion that the premium to be paid the Government for every foot of reclaimed land should be "at least 25 cents per square foot." The phrasing is a little ambiguous, and might be open hereafter to dispute or question. May I suggest that the words "at least" should be eliminated. My understanding with His Excellency was that the premium should be 25 cents a square foot. Your letter leaves it open apparently to the Government to claim hereafter a higher rate of premium, and that is a point that cannot well be left open or in doubt. The Marine Lot-holders will require, before entering into any definite agreement, to have the premium fixed.

5. Will you further kindly move His Excellency to give directions that the requisite Surveys, Reports, Plans and Estimates be proceeded with forthwith. The Marine Lot-holders have bound themselves to bear and pay all the expenses thereof, and it will immensely facilitate the progress of the work if all the necessary

information can be obtained and thrown into shape during the three months that must elapse before the Secretary of State's decision can be known in the Colony.

If the Public Works Department are too fully occupied to give prompt attention to the work of preparing survey, plans and estimates, perhaps His Excellency would feel inclined to get the work done by some firm of architects and engineers practising in the Colony, but under the supervision, of course, of the Director of Public Works. I think, there would be no difficulty in finding competent men free to take up the work and proceed with it promptly. I have the honour to be, Sir, Your most obedient servant.

(Signed) C. P. CHATER,
Hon. T. Sercombe Smith, Acting Colonial
Secretary.

RESOLVED.

1. That the proposals for the Wanchai Reclamation embodied in the correspondence between Mr. Chater and the Government published in the local papers be accepted in principle, and Mr. Chater is hereby authorised to forward this resolution to the Colonial Secretary.

2. That the holders of lots fronting the sea authorise the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontages to the expenses incurred by the Government in so doing.

THE ACTING COLONIAL SECRETARY TO

MR. CHATER.

Colonial Secretary's Office,

Hongkong, 30th April, 1901.

Sir,—With reference to paragraph 4 of your letter of the 20th April, 1901, submitting a report of the proceedings at a meeting of the Marine Lot-holders in the Wanchai District, held to consider your proposals for the reclamation of the foreshore at Wanchai, I am directed to inform you that this Government definitely adopts twenty-five cents as the premium per square foot to be paid.—I have the honour to be, Sir, your most obedient servant.

T. SERCOMBE SMITH,
Acting Colonial Secretary.
Hon. C. P. Chater, C.M.G.

NEW SYNAGOGUE IN HONGKONG.**LAVING THE FOUNDATION STONE.**

On the 7th inst. the laying of the foundation stone of the new Synagogue in Robinson Road was performed before a large and representative gathering by Mr. A. J. Raymond. It might be mentioned that Mr. J. Sassoon, in commemoration of his mother, and in conjunction with his brothers, Meers, Edward and Meyer Sassoon, is generously supplying the site, which consists of 64,000 square feet, and the cost of the building will be defrayed by Mr. J. Sassoon himself, which is estimated to cost \$26,000.

Amongst those present were Meers, A. J. Raymond, A. Howard, E. Kelly, E. Shellim, D. Haskell, R. Turnbull, S. A. Joseph, S. Samson, S. A. Joseph, D. M. Moses, R. M. Ezekiel, J. Ezekiel, E. A. Hardoon, S. H. Michael, E. J. Moses, C. S. Gubbay, D. S. Gubbay, J. Fredericks, D. E. Ellis, and A. S. Gubbay, with Meers, Leigh and Orange (architects), and many others.

In opening the proceedings Mr. A. J. RAYMOND said—Ladies and gentlemen, I esteem it a great honour to have been elected by you to lay the foundation stone of this Synagogue. It is an honour which I appreciate very highly, and I do not hesitate to say that it might have been conferred on others of better merit than myself. In selecting me I am aware that you have been influenced by the fact of my being the representative here of the donor, and I have undertaken the duty you imposed upon me to show my willingness to act in conformity with your wishes. It is a most auspicious occasion that brings us here to-day. We are taking to-day the first step towards the realisation of that object which has been so close to our hearts for a great many years. The incidents that have led up to this occasion are, I am sure, still fresh in your minds, and so I believe you will not now expect me to give you a minute account of them. It is sufficient to say, that but for the munificence of Mr. Jacob Sassoon,

our most cherished desire would have remained unfulfilled to this day. You know, ladies and gentlemen, that the difficulties which had to be surmounted to attain this end have been of no light nature, and I am certain that I give expression to your feelings when I say that during our trials, from beginning to end, Mr. Jacob Sassoon has manifested an interest in our affairs which is characteristic of a truly generous man. The liberality and the goodness of the donor in providing for us this place of worship must therefore appeal to every one of you. Not only has he borne all the expenses of this building and has donated a liberal amount of money as a fund for repairs, but he has also with the loftiness of purpose worthy of himself defrayed the heavy costs of that unfortunate affair with which the Synagogue was so recently connected. The negotiations which took place with him in this matter were to me a source of much anxiety, but throughout that long and anxious period Mr. Jacob Sassoon showed the keenest concern in the community's interests, and in the end when all was lost stood by us and gave us a new lease of hope—a hope which we see realised to-day. It now affords me very great pleasure on behalf of Mr. Jacob Sassoon to inform you, ladies and gentlemen, that this Synagogue when completed will be dedicated to the Jewish community of Hongkong in commemoration of his beloved mother Leah, and will be a gift to the Jewish community of Hongkong—the building from himself and the site from himself and his brothers, Messrs. Edward and Meyer Sassoon. I am very glad to have this opportunity to express my thanks to Messrs. Leigh and Orange for their courtesies and the valuable help which they have rendered to me in all matters relating to the Synagogue, and I feel confident that this building will, under their very able superintendence, be another proof of their sound and skilful work. Ladies and gentlemen, it only remains for me to voice on behalf of the donors the prayers that the erection of this Synagogue will mark for you all the opening of an era of peace, happiness, and prosperity. May the building when completed be ever the scene of happy and joyful celebrations! May it serve to bring you together and keep you united in peace and good-will to each other, and may all your prayers here be accepted by Almighty God for the welfare of His people and the glory of His name. (Loud applause.)

Mr. Raymond then proceeded with the laying of the foundation stone, using a silver trowel bearing the inscription:—"Presented to A. J. Raymond, Esq., to commemorate the laying of the foundation stone New Synagogue, Hongkong, 7th May, 1901.—Leigh and Orange, Architects." Mr. Raymond, tapping the stone with the trowel, declared it to be well and truly laid.

The stone bore the following inscription in Hebrew and English:—"This foundation stone was laid by A. J. Raymond, Esq., 7th May, 1901."

Mr. A. HOWARD, in a few well-chosen remarks, said it was not an easy matter for him to express in adequate language the deep gratitude of the community for so noble an act of generosity as that of which they had been witnesses that day. They were now face to face with what had been fittingly described as the real position of their most cherished desire, and in looking back upon the long course of events which had led up to this occasion, they could not help feeling how much they owed to Mr. Jacob Sassoon. They had encountered difficulties, but Mr. Sassoon's purse was ever open for them, and his valuable advice eventually steered them successfully to this happy commemoration of their wishes. This would be a red-letter day in the annals of their co-religionists. The memory of the revered lady whose name the Synagogue would bear and the remembrance of the donor's munificence would never fade from their minds or from the minds of those who came after, and might he and those who share with him the merit of his noble work reap the rich reward for which a grateful community would always offer its heartfelt wishes. (Applause.)

This concluded the proceedings, and an adjournment was made to a matted adjoining, where refreshments of every description could be obtained.

It is proposed, later on, to build a school wherein Hebrew will be taught, plenty of room being available on the site which has been presented by the Messrs. Sassoon.

The particulars of the Synagogue are:—Length inside 80 feet, width inside 36 feet, height to underside of principals 25 feet. The building will be of red brick with red-tiled roof, entrance-porch towers being placed at the east end. One tower is to contain the archives and the other tower forms the staircase to the Ladies' Gallery. The Ark is semi-circular at the west end, and the windows are to be of stained glass. Two Aberdeen polished red granite columns support the Ladies' Gallery. The ground floor is to be laid with marble tiles, and the internal fittings and seats are to be of teak. The Synagogue will seat 250 on the ground floor and 90 in the Ladies' Gallery, and it is hoped the building will be finished by the end of the year.

THEATRE R'YAL.

On Saturday night, the 4th inst., the Brough Company produced the late Oscar Wilde's brilliant play *An Ideal Husband* before a full house, which included H.E. the Governor, Lady Blake, and party. The performance was perhaps the greatest triumph of our visitors' season. *An Ideal Husband* is certainly the cleverest play on their list, and the witty dialogue alone is sufficient to differentiate it from the others. The company rose well to the occasion and interpreted their parts in such a way as to win unstinted applause. It is a pity that there can be no second performance of this comedy. It will be long, we fear, before so good an entertainment will be witnessed again in Hongkong.

Great disappointment was felt when Mr. Robert Brough's name was not seen in the cast, but fortunately this proved due to an error in the programme, Mr. P. Brough's name being substituted for the actor-manager's. Lord Goring therefore was played by the latter; needless almost to say, to everyone's full satisfaction. Mrs. Brough took the part of the adventuress, Lady Cheveley, and appeared to advantage. Lady Chiltern was taken by Miss Temple, who interpreted her role very gracefully. Miss Noble as Mabel Chiltern added one more to her successes. As Lady Markby Miss Bessie Thompson certainly made her best hit of the season. She has been consistently good; on Saturday she had the advantage of being brilliant. As Robert Chiltern Mr. Lovell gave an admirable sketch of the blackmailed politician with a past. Mr. McIntyre was a trifle too gentle as the Earl; his "Robert, you're heartless quite heartless!" was hardly spoken with parental conviction. The other characters were well sustained, and a special word must be spoken for Mr. Victor's portrayal of Phipps.

On Monday night before another excellent house, including H. E. the Governor, Lady Blake and party from Government House, *Sowing the Wind* was performed by the Brough Co., meeting with a great reception.

A Village Priest, by common consent, will doubtless be conceded to be one of the most successful plays, if not the most successful, staged by the Brough Company during the season which closed Wednesday night. Such deep passion and emotion have probably never been seen in any previous production at our Theatre, and that the audience on Tuesday was an appreciative one was shown in the absolute stillness that reigned during such time as the stage was occupied. Indeed, so realistic was the whole play that it was hard at times to realise that one was not an unseen, unsuspected witness of a tragedy in everyday life. The performers, one and all, excelled themselves, and Mr. Brough, in his character of L'Abbé Dubois, carried his audience with him from the rise to the fall of the curtain. H.E. the Governor, Lady Blake, and party were included amongst the audience.

Wednesday night the Brough Co. made their farewell appearance in the popular comedy-farce *Niobe*, in which very different talents were required from those exhibited the night before. Nevertheless a great reception awaited them, and there was no hesitation shown in the send-off to this beyond a doubt the cleverest company which has ever visited Hongkong. Mr. Robert Brough made a parting speech, in which he expressed the thanks of the Company for their reception in Hongkong.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 6th May.

THE CURSE OF THE PALACE.

As is well known the eunuchs of the Palace are the most mischievous class of people in the Empire—a fact established alike under the ancient dynasties and under the present. Generally they exercise a great influence over the Imperial family and concubines, and by squeezing most of them have become rich. If any member of the Imperial family or any official has occasion to see the Emperor or Empress Dowager, they exact a pretty big entrance fee. Of almost all the troubles in China, especially at the present crisis, they are at the bottom; and through their instigations the officials are always involved in complications. So a few days ago amongst the several reforms proposed (such as strengthening the army and navy, the abolition of monasteries and nunneries and the establishment instead thereof of schools and colleges for the education of youths in foreign and Chinese languages) His Excellency the Viceroy recommended in a memorial to the Throne the dismissal of all the eunuchs of the Palace.

ADVICE SOLICITED.

As a next step towards reform, His Excellency has sent despatches to all the officials of the districts, desiring them to notify the gentry, merchants, and people in general that whoever has special ability to help the state, or can suggest any reforms beneficial to the Government, is at liberty to recommend them in a statement to be submitted to the officials, under a guarantee given by the gentry that he is a capable and honest man, when such proposal will be taken into consideration by His Excellency.

ACTION AGAINST THE PIRATES.

His Excellency has also at heart the interest and welfare of his people; as of late, with a view to the more effectual suppression of piracy, he has ordered several gun-boats to be despatched to the North and West rivers to do patrol service. For fear that the gunboats might have to return to Canton for coal, His Excellency has, upon the petition of Admiral Chun Ping Chik, ordered five coaling-stations to be constructed along the route: one at Chiu Tao Shan (the Pig's Head Hills) where the pirates are known to have their headquarters; one at Wongkong, in the prefecture of Sew Hing; one at Sam Yungkee in the district of Shun Tak; one at Kunchuk also in Shun Tak; and one at Ma Ning to the east of Shun Tak. In case these gunboats require a supply of coal they need not desert their stations and come back to Canton for it.

Admiral Chun Ping Chik is also very energetic in his service; he goes personally, together with an attendant, to inspect all the guard-boats, and see that the soldiers on watch are not neglecting their duties.

COMPOUNDING WITH ROBBERS.

As there are plenty of brigands at Saichin, in the Nam Hoi district levying blackmail and robbing the pawn-shops—which the officials and their soldiers are quite unable to put a stop to—the proprietors of the pawn-shops are paying the agents of these thieves to keep watch at their doors on the understanding that whoever pays such emissaries shall be exempted from attack and robbery.

The Straits Times says of the German millionaire scientist who was killed, with his private secretary, by the cannibal islanders of the Bismarck Archipelago:—Mr. Mencke was a Hanoverian by birth, and was an old friend and school-fellow of Mr. Becker, of the local firm of Messrs. Behn Meyer & Co., with whom he was a fellow-student in Lyceum No. 1 of his native city. When he left college in 1885, his intention was to take up farming. However, he started on a tour around the world, and while he was still away from home his father died and left him heir to a property worth several millions of marks. This property consisted of sugar and glass-factories, mines, etc. The young man then took up the study of science, and, we understand, had earned the degree of professor before his 23rd year. He went on many cruises in strange waters, and as recently as July last left Hamburg on the voyage which has just terminated in so ghastly a tragedy.

NORTHERN NOTES.

The following items are from the *Peking and Tientsin Times* of the 27th April:—

Mr. C. Poulsen has established telephonic communication between Peking and Tientsin.

The Japanese are active in their Concession, and are hard at work on their new Quay or Bund along the river.

We had it from unimpeachable native sources two days ago that between thirty and forty German soldiers reached Kalgan, on the edge of the Plateau, on the 19th instant, object unknown. This item of news has some extrinsic value as showing that the Chinese trades cannot in these times get speedy communication over long distances and dangerous country.

Now that the Manchurian Treaty has been shelved, Li Hung-chang is devoting his energy to re-open negotiations with Russia to secure the complete withdrawal of the Russian forces from Manchuria (*sic!*)

The Chinese in the German sections of Peking showed their regret at the death of General von Schwartzhoff by denning white clothes on the day of his obsequies. Since this melancholy event many of the Chinese have come under the suspicion of the Germans, and in some places in the German section they are not allowed to pass.

The British military authorities made a fine haul this week at Shantung when, acting on information supplied by an impecunious native, they dug up nineteen fine modern Krupp guns. There was a general belief in the camps that these guns were hidden in the neighbourhood, and many a search had been made by the various units of the allied forces.

We are informed that six of the new railway locomotives are now erected and running: they were put up under exceptional difficulties, in record time for China. The shops both at Tongku and Tongshan are full of work, chiefly that of overhauling the goods cars. The bridge at Hankow is well in hand, and is expected to be ready for traffic in another three weeks, when through traffic with Shantung will be at once resumed.

We note the departure of Captain Holman of the Sixteenth Bengal Lancers. Captain Holman was in office at the Peking terminus until lately, and by his fine personality and wonderful linguistic ability was chiefly responsible for the remarkable entente maintained all the time the Railway was under Russian and German administration. The gallant Captain is not only a great linguist and a theoretic soldier, but a very practical man; his administration of an extremely difficult office and one in which he had no previous experience won the admiration of everybody.

The impudence of the local blackguards seems unlimited; finding that river piracy is now too dangerous a game they have lately turned their attention to the Bar, and under the very guns of the men-of-war they have been robbing sea-going junks. News of this new departure was given to the Provincial Government, who, securing the loan of a steampinnance, sent out a force under the Tongku magistrate and seized twenty-one of the rascals *flagrante delictu*. Vast quantities of plunder were found in their own junk, including a huge quantity of ammunition. One of the men turned "king's evidence," and this led to the arrest of another large body of men on shore who were armed to the teeth and showed fight.

Apart from Bizerta and other Mediterranean stations, which are intended to get the mastery over the Gibraltar and Malta route, says the Engineer, the French are creating three formidable bases on the Cape route to India and the extreme East. The first of these is Dakar, in Senegal, for which a fresh grant of £10,550,000 has been made. The second basis is at Diego-Sauréz, in Madagascar, which commands the route between the Cape and India. Diégo-Sauréz is becoming the most formidable naval station in the Indian Ocean, and is likely to be a perpetual menace to South Africa. The works at Saigon, for which a further sum of £8,000,000 has been voted, are carried out for the protection of the Indo-Chinese possessions, and affording a basis for the ships of war which will operate in the Chinese seas.

CORRESPONDENCE.

We do not hold ourselves responsible for the [opinions expressed by our correspondents.]

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Mr. C. V. L. has not admitted that when "Messrs Opert and Jenkins, the originators of the expedition (to the graves of the Corean kings), came under the shadow of the law, a very discreet silence was maintained as to particulars of the expedition." He heard afterwards that they intended to break the coffins with dynamite. I am not sure if that explosive was then known in this country. It was invented in 1867 at Hamburg by Nobel. If they had employed it, the loud detonation would be fatal to the secrecy of the expedition. I have named the authority for affirming that the plot was planned by a missionary, for pious purposes of course, to enlighten the benighted Coreans. It is evident that one missionary alone, or a few of them, could not carry it out. It needed many associates. There are often different versions of a case which could only be ascertained by those who have various means of verifying it. I could name an eminent scholar formerly Envoy Extraordinary and Minister Plenipotentiary in China, who in one of his books published in 1858 denounced missionaries for their arrogance and interference in Chinese affairs. Sir Robert Hart has lately pointed that the Chinese were highly irritated by the behaviour of some missionaries. It was reported that Herr Von Brandt, the late German representative at Peking, expressed identical opinion. Several consuls told their friends that it is not merchants that take up most of their time, but missionaries, who on the slightest provocation or pretext lay complaints at consulates. They are what Horace would call *irritabile genus*. An astute Chinese statesman once declared that of the two evils, opium and missionaries, he could not say which was the worse. Mr. C. V. L. is angry because many people are always blaming missionaries. It appears that in his blind faith in them and in his endeavour to defend them, he draws from my remarks unwarrantable inferences and most absurd conclusions. I never denied that missionaries are doing some useful work; but they are prone to pick up quarrels. They have established hospitals and for very small charges patients are treated there most skilfully and kindly. The poor are admitted gratis, but they do not work for pure philanthropy. They try to convert the patients to their own peculiar creeds. Chinese are so tolerant that they do not object to contribute towards those institutions. The antagonism amongst the natives of different Christian sects is growing bitter. I saw a few days ago in your paper a description of another fight in a Southern province between Roman Catholics and Protestants. The Chinese authorities had to send troops to preserve order. I do not ignore that missionaries constitute a force and are very mighty, and for this reason they must be controlled. They strive to create an *imperium in imperio*. As for changes wrought by missionaries from Moses to Joseph Smith, this is the characteristic of all great religions. It is also obvious that all great religions aim at improving mankind. I am for liberty of conscience and the freedom of the press, and could not therefore have proposed suppression of missionaries. What I suggested was that they should not enjoy official protection. I have stated that a venerable bishop holds the same view. Modern missionaries constitute the chief stumbling-block to the propagation of Christianity. They do not follow faithfully the doctrine of Jesus. In studying the contemporary history of China, in order to find out the cause of serious political complications, the student probably will not err if he apply this rule: *cherchez les missionnaires*.—Yours, etc.

OCCASIONAL CORRESPONDENT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th May.

SIR.—Your "Occasional Correspondent" adheres to the Corean Coffins. "Still harping on my daughter," he has found a promising mare's nest, but he should really stick to fact.

I did not say that they intended to use dynamite. I said that I had heard that dynamite would have been necessary to break into the tombs, thinking it would save *span* and would be understood by any one as descriptive of the massive nature of their masonry, so his kind instruction as to the history and nature of dynamite is not much to the point.

His list of authorities, the opinion of some and the reported opinion of others, and what "several Consuls told their friends," are all tempting subjects for expatiation, but to what end? His climax however of the "Astute Chinese statesman" (Li Hung-chang for choice), synonym for veracity and open-mindedness, is almost convincing, and would have been quite so with appended certificates of character from "Truthful James" and Munchausen.

I am not "angry" that I know of, I only wish to impress on people that before they listen to the seductive whisperings of the *cacethes scribendi* and plunge into print with various accusations and charges against missionaries they should at least first try to acquire an elementary general knowledge of the subject which might at times prevent them saying "the thing which is not." If your O. C. would read the letter from S. G. Tove in the *China Mail* of last week (that is if he can do so without the Corean Coffins getting into it, like as the head of King Charles troubled M. r. Dick) he will find a temperate setting out of the matter and no undue claim for his bogey, "official protection." The blind faith which he attributes to me—I fear I must disclaim such things—are the blessed privileges of youthful simplicity, which the passing years grind out of one all too soon.

No, I have rather a feeling of admiration at your correspondent coming forward with his project for a "durable peace"; it is somewhat as if he bravely advanced with a teaspoonful of medicated water to put on a burning house and obtain a "durable" extinction, or putting a square inch of sticking-plaster on a broken leg. The intention is good, there is a certain relation between cause and effect, but the result is disappointing, like that of the late Mrs Partington's celebrated demonstration of the impossible.

I hope he will go on "occasionally corresponding" with portions of good advice in times of crisis. The flow of such from his facile pen will never be knowingly interfered with again by yours, &c.,

C. V. L.

BENEVOLENCE AND THE DESTITUTE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th May.

SIR.—Hongkong, like many other cities, always has its share of unfortunate, men who drift into it from all over the world, who meet you at the hotel and street corners with their pitiful heart-rending stories of shipwreck and hardship. And while there are those who may have lost their ship and may be worthy of aid, yet there are others who never will be anything else than "shipwrecked sailors," as long as they can touch the hearts and pocket-books of an unsuspecting public, and make an easy living by it.

The writer, who has had years of experience as a mission-worker, would through this letter ask to give a little kindly advice to one and all.

A case came up the other day which leads him to do so. A man came to the Mission, "The Seamen's Star Coffee House," and begged to be given food, as he was starving. The meal was gladly furnished, and a little advice given to the "unfortunate." The man went from the "Star" to a certain business man of our city, and that gentleman gave him about \$1.50 or two dollars in cash. That money the "unfortunate" squandered in drink, and when he returned to the "Star" drunk and abusive, asking for his supper, he boasted of his good luck. Now if the good people knew the error of giving away money, and where that money is spent, they would hesitate before giving more. When a man out of luck is given money, in nine cases out of ten that money is spent for whisky. But on the other hand if the man were given a "chit" for meals or lodgings, they would be furnished him.

Now if the benevolent people will please consider this, and will give a "chit" instead of cash when they wish to help, they will not only confer a blessing on the poor wretches, who are (many of them) drinking themselves to death, but also on a hard-working manager who has to deal with these cases after they have been turned out of the "pubs."—Yours, etc.,
MANAGER,
"STAR" COFFEE HOUSE.

A. S. WATSON & CO., LIMITED.

The following is the report of the General Managers for the year ending the 31st December, 1900, for presentation to the shareholders at the sixteenth annual ordinary general meeting of the company (since its registration), to be held at the Hongkong Dispensary, on Wednesday, the 22nd May, 1901, at twelve o'clock, noon:

We beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st December, 1900.

The net profits of the Company for the twelve months under review, after paying all charges, including \$7,200, the salary of the general managers, and providing for all bad and doubtful debts, amount to ... \$191,610.92

To which has to be added the balance brought forward from the previous year ... 10,764.46

\$202,375.38

And from this have to be deducted—

Amounts written off for depreciation of furniture, fittings, utensils of trade, machinery, and buildings	17,106.96
General managers' commission of 5 per cent. on the profits for the year as per Art. 80 of the Company's Articles of Association	9,580.55

Leaving an available balance of ... \$175,687.87

We paid an interim dividend of 5 per cent. in November last, absorbing ... \$30,00.00

And we now propose to pay a further dividend of 7 per cent. (making 12 per cent. for the year), which will absorb ... 42,000.00

To place to the credit of permanent reserve fund a sum of ... 100,000.00
To carry forward to 1901 account 3,687.87

\$175,687.87

Permanent reserve fund, with the addition of \$100,000 as above, will stand at \$250,000; reserve fund to meet contingencies or for the equalisation of dividends remains at \$25,000 as heretofore.

The net profits for the year as compared with 1899 were increased by an amount of \$82,173.00, accruing from sales of Inland Lot No. 16 and the remaining portion of Kowloon Inland Lot No. 549.

The Boxer troubles in North China last year caused losses to our branch business at Tientsin and Peking, the latter being totally destroyed, and indirectly affected our trade in the country generally. Claims for losses sustained at Tientsin and Peking have been duly lodged in the proper quarter.

The business of the Company generally continues to be of a satisfactory character.

CONSULTING COMMITTEE.

In accordance with Article 87 of the Company's Articles of Association, we have this year appointed the following gentlemen to the consulting committee: Hon. C. P. Chater, Messrs. C. Ewens, E. Osborne, and H. P. White. These appointments require to be confirmed by you at the meeting.

AUDITORS.

The Company's accounts in London have been audited by Messrs. Hopps, Banhart and Warmington, Chartered Accountants, and those at the Head Office by Mr. Francis Maitland.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 6th May, 1901.

BALANCE SHEET.		
31st December, 1900.		
	\$. c.	
Capital account	600,000.00	
Permanent reserve fund	\$150,000.00	
Reserve fund to meet contingencies, or for the equalisation of dividends	25,000.00	175,000.00
Local and general liabilities in the East	\$68,444.67	
Local and general liabilities in London	64,852.13	132,796.80
Mortgage on section A of Inland Lot No. 17 and the buildings thereon	\$40,000.00	
Mortgage on Marine Lot No. 2 C and the buildings thereon	140,000.00	180,000.00
Bills payable, Hongkong, Manila, and London	158,128.70	
Unclaimed dividends	5,503.74	
Security deposits from staff	14,200.00	
Profit and loss, forward from 1899 \$10,764.46		
Do. remaining balance 1900 after writing off \$17,106.96 for depreciation as per profit and loss account	174,503.96	\$185,263.42
Less interim dividend of 5 per cent. paid in November, 1900	\$30,000.00	
Less amount unclaimed at 31st December, 1900	6,103.00	23,892.00
	161,376.42	
	\$1,427,005.66	
ASSETS.		
Total stocks in trade	892,326.15	
Good debts due from customers	183,769.75	
Good debts due from sundry debtors in London and the East	25,718.57	
Cash in hand	\$12,146.01	
Cash at bankers	88,808.00	
Fire insurance premia unexpired	100,954.01	
Investments in public companies—North China Insurance Co., Limited Hongkong Fire Insurance Co., Ltd. La Constancia Cigar Factory, Manila	2,549.13	
Section A of Inland Lot No. 17 and the buildings thereon \$52,000.00		
Kowloon Inland Lots Nos. 550, 551	14,719.20	
Marine Lot No. 2 C and the buildings thereon	150,000.00	216,719.20
	\$1,427,005.66	
PROFIT AND LOSS.		
Dr. \$. c.		
To depreciation account	17,106.96	
To balance	185,263.42	
	\$202,375.38	
CONTRA.		
Cr. \$. c.		
By balance forward from 1899	10,764.46	
By net profits in Hongkong, China, Manila and London for 1900	191,610.92	
	\$202,375.38	

A Japanese native paper publishes what purports to be parts of an interview with M. Pavloff some days ago at Moji. The Russian Minister is made to observe:—"My present visit to Japan is purely on private business and has no official significance whatever. I had one of my fingers bitten by a mad dog and I have come to have the wound treated by Dr. Kitazato.—Yes, the Corean loan is an actual fact, but it is utterly false that I exerted myself in the interest of France in bringing the Corean Court to terms. Why, I have been doing all I can to oppose the scheme, like the rest of my diplomatic colleagues at Seoul. Don't you see? Small and impoverished though Corea is, what can she gain by borrowing a paltry sum of five or six millions?—If Corea is earnest in her attempt to create and foster new enterprises, she will want a big loan: five or six millions will be soon wasted in bribery—I mean they will only go into the purses of the officials who are addicted to the habit of appropriating public moneys, and the outcome will be only to cause in the Corean finances a confusion worse confounded—beyond that no beneficial result will follow."

REVIEWS.

China, her History, Diplomacy and Commerce. By E. H. Parker. London: John Murray.

The literature on China and the Chinese is accumulating with prodigious rapidity, and seldom a mail passes without some volume arriving dealing with China and her people. It is to be hoped for the publishers' sake the books will prove remunerative, though at the present rate of production the market is likely to be glutted, and the student who honestly desires to study the Chinese question will find it an increasingly difficult task to make a useful and judicious selection. The study of the Celestial Empire, the peoples, their history, language, dialects, customs and literature, its social, political and ethical aspects, is a very serious undertaking, and one of which the average reader, however great his appetite, can only hope to acquire a brief, and comprehensive knowledge. Of the writing of books on China there is no end, which fact does not simplify, but on the contrary, complicates the task of the student. The volume now before us, we take it, is intended to render the thorny path of the student easy, and to present in an epitomised, digestible form a general review of China and matters appertaining to it. The author has succeeded in his task admirably. The name of Mr. Parker is well known in connection with literature on China. There are few authorities who know the Chinese, their literature and history better; it has not been the privilege of many to see so much of this vast and interesting empire. The author pleads in justification of his presuming to instruct the public on a few facts connected with the trade and foreign relations of the Chinese Empire the circumstance that he has passed a quarter of a century at a dozen or so of the ports, besides travelling about seven thousand miles in half a dozen provinces, and spending a couple of years in Corea and one in Burma. Fate also ordained that he should reside in Szechuen and Hainan, and visit the various countries of the Far East where the Chinese labour and reside. To China residents Mr. Parker's explanation is unnecessary; his ability and experience are too well proved and known. Thus it is after a careful perusal of his latest literary production, we can heartily congratulate him on his work. It is not a book that will appeal to sinologues, though many may use it with profit, but it is a volume to put into the hands of the average reader who desires a comprehensive, practical and reliable sketch of a vast subject, written by a man who knows from intimate acquaintance and prolonged study what he is writing about. This cannot be said of many writers on things Chinese, whose imagination often runs amuck with facts, and who expect clerical skill to atone for ignorance of realities.

The book is divided into fifteen chapters, with appendix and an excellent series of small maps. The subjects of the chapters are geography, history, early trade notions, trade routes, arrival of Europeans, Siberia, etc., modern trade, government, population, revenue, the salt gabelle, *leikin*, the army, personal characteristics, religion and rebellion, and the calendar.

The author opens with a comprehensive chapter on the geography of the empire, and gives a concise account of the history of the Chinese, for the brevity of which the average reader will be devoutly thankful. The chapter on early trade notions is of much interest, and the description of the peoples who traded with China will surprise many. Canton was a prominent trading port before the time of Christ, being the chief port of call for the Arab and Indian merchants, who boldly established and pursued their trade for hundreds of years later. Tea first appeared as an article of commerce in the fifth century, being sold to the Turks who worked in iron at Liangchou. In the 13th century, Chinese navigators had acquired knowledge of the African coast down to Zanzibar, the Red Sea, Egypt and Sicily. Concerning trade routes, the writer thinks that "the fact that hundreds of Nestorians, Hindoo, and Chinese priests and bonzes were able to move freely, by land and by sea, all over Asia proves, though it may not throw specific light upon commerce, that trade routes were frequented, then (645-713), along exactly the same lines as they had been before, and as they

are now. With one or two exceptions, the beaten tracks are exactly the same now as they were 2,000 years ago, both by land and sea." The "Arrival of Europeans" is a valuable summary, dealing briefly with the arrival and settlement of the Portuguese at Macao, down to recent events in China, and detailing the causes leading to the introduction of treaties. It is cheering to learn that in obtaining the opening of the West River we acquired rights forcibly taken by China from the King of Yüeh, 2,000 years ago. The river might still remain the property of this ancient king for ought British trade has benefitted, owing to Chinese opposition and evasion. Russia very early had connection with China, and what it lacked in energetic representation in those days it is making up for now. Concerning the compulsory acquirement of territory by the Powers the author wisely remarks that "in the long run, perhaps this aggressiveness may redound to the advantage of the Chinese people, but there is rather an unsavoury smell about it all, and possibly we should do better for our descendants if we agreed to put things back upon their former honest basis."

Under the head of "Modern Trade" a brief account is given of the treaty ports and their staple manufactures and exports, with comparative figures. Concerning revenue, the author estimates Tls. 87,000,000 as the maximum probable receipts up to the time when the "Boxer" rebellion broke out, which gives an excess over ordinary expenditure of Tls. 46,000,000, which total still leaves Tls. 25,000,000 for the service of loans; 3,000,000 for arsenals; 2,000,000 for railways, palaces and other novelties; and Tls. 16,000,000 for provincial needs. Mr. Parker writes, as may be expected from one with his knowledge of the subject, on the weakness of the Chinese financial system. He thinks it is a system "rotten to the core; childish and incompetent; and should be swept away root and branch. Until there is a fixed currency, a European accountancy in all departments, and a system of definite sufficient salaries, all reform is hopeless to look for." We think so too. The chapters on the Salt Gabelle, *Lekin* and the Army will be found of much interest, whilst under the head of "Personal Characteristics" Mr. Parker presents a very entertaining and realistic account of the Chinese people. He is not impressed with his experience of the military Manchus; socially he believes them to be more gentlemanly and jovial than the Chinese, at lacking their sobriety and business ability. Concerning the Chinese character, the author is certainly appreciative by comparison. He agrees with the universal belief that the Chinaman is a liar, who differs only from the European in that respect in the matter of motive. The Chinaman "is not so nice and particular about the truth as we are: and that is about the measure of my condemnation. On the other hand, he is not nearly so hypocritical." Mr. Parker was fortunate that during the whole of his life in China he was never robbed of anything. He qualifies the accusation of a Chinaman being dirty: his cleanliness depending upon his geographical situation. "The nastiness of the Chinese," he thinks, "is in form rather than fact; for instance my servants used at a pinch to wipe my dishes with their sleeve or coat-tail; blow down the spout of my teapot in their anxiety not to keep me waiting for a drink; themselves take a swig from the spout; draw the said coat-sleeve across their noses, wipe their faces after washing with a pair of trousers, a coat-tail, or the lining of a hat; spend hours hunting for body vermin (a favourite Chinese pastime); and so on. But, for all that, I do not call them dirty beyond the ordinary rancidity of poverty all over the world." He totally denies that the Chinese are ungrateful, and he says with truth "that the fidelity of Chinese servants is really extraordinary, if they are treated with even moderate sympathy and consideration." He believes the Chinese to be cruel, but pays a tribute to their mercantile honour. After dealing with the moral, and industrial aspects of the Chinese character, the author thinks that Jack as a "handy man" is nothing to a Chinaman. "What a Chinaman can't do may be summed up as follows: Shave himself; do up his own hair; cure his own maladies; keep off vermin; fight with his fists; keep military or naval discipline;

handle trust money honestly; tell a plain, unvarnished story; be punctual; show nerve in times of sudden danger; eat cheese; or tolerate a female 'master.' There are, within the experience of all of us, exceptions even to these.

Now that the missionary problem is being so widely discussed, the opinion of Mr. Parker is valuable. Briefly, he agrees with Mr. Michie's recent utterance. "There would never be any 'missionary rows,'" writes the author, "if things were allowed to stand in the 'view' stage; but unhappily our churches militant think it their duty to try and effect a change, not only of view, but also of behaviour by active means, instead of allowing the Chinaman to think and act (as they themselves do) for himself. The average Chinese though behindhand in science, is, in many matters, the intellectual superior of the average European—more especially is he the superior of the average European—more especially is he the superior of the untrained Protestant missionary of the colporteur class, who has only a 'call to Christ' to justify his turning teacher of the world: hence comes trouble. The fact is that, politics apart, the Chinese take an easy and broadminded view of all religions, and would never persecute anyone so long as no gross immorality or interference with administration, custom and liberty took place." Mr. Parker estimates that there are 500,000 nominal Christians in the empire, i.e., about one for every thousand souls, and it must cost about £500,000 a year to give them ghostly comfort. "What causes trouble is the clashing of militant doctrine with the village customs and social habits naturally dear to the rustic mind." Mr. Parker thinks the Chinese are "religions-minded, tolerant and non-militant; but neither the educated nor the ignorant classes will have what they honestly believe to be humbug thrust down their throats, and religious animosity—which has never been exercised in one single instance against the Russian Orthodox Church—has to thank the mistaken zeal of Roman Catholic and Protestant missionaries for its own birth and growth." Mr. Parker is to be congratulated on having produced an instructive and useful addition to the literature on this wonderful empire.

SUPREME COURT.

Tuesday, 7th May.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, K.C.M.G. (CHIEF JUSTICE).

ADMISSION OF A BARRISTER.

Mr. J. J. Francis, K. C., moved that Sir William Neville Montgomery Geary, Bart., be approved, admitted and enrolled as a barrister in Hongkong.

Mr. Francis produced an affidavit from Sir William Geary showing that he was admitted a member of the Honourable Society of the Inner Temple in or about the month of November, 1880, and that he was called to the degree of the Outer Temple on 26th January, 1884. A certificate was also submitted showing that Sir William was a baronet of Great Britain, and that formerly he held the important appointment of Attorney-General for the Gold Coast Colony.

Captain Startin, H.M.S. *Arethusa*, produced an affidavit of identification of the applicant, whom he said he had known for twenty years.

Mr. Francis intimated to his Honour that the name of Sir William Neville Montgomery Geary appeared in the *Law List* as a member of the Inner Temple, and stated that there could be no doubt as to his identity and qualifications.

His Honour directed that Sir William be approved, admitted, and enrolled to practice as a barrister in the colony. He had every pleasure in making the order, and should Sir William decide to stay in Hongkong and practise amongst them, he (His Honour) wished him a pleasant and prosperous time.

Sir William thanked His Honour for making the order, and for the good wishes accompanying it.

Dod's Peerage gives the following particulars regarding Sir William Neville Montgomery Geary. He is the fifth baronet, and was born in 1859, succeeding to the title in

1895. Sir William was educated at Eton and Christchurch, Oxon., and is a Justice of the Peace and Deputy Lieutenant of Kent. He was called to the Bar of the Inner Temple in 1884, and from 1895-97 acted as Attorney-General for the Gold Coast Colony. Sir William is an author, and wrote *The Law of Theatres and Music-halls* and *The Law of Marriage and Family Relations*; *Chitty on Contracts* was jointly edited by him. He practised law at Lagos, privately, as a barrister, from 1898-99, after resigning his position as Attorney-General for the Gold Coast Colony. He was the prosecuting counsel in the well-known libel action of Bishop Tugwell. At the last general election he contested Durham City in the Liberal interest against the Hon. Arthur Elliot, but was defeated. Sir William is making a tour of the East and Far East in order to become familiar with commercial affairs in this part of the world; it was with the idea of furthering that object that he applied to be admitted as a barrister in Hongkong. He does not intend to reside here permanently, and leaves, in fact, at the end of a few months. He has been travelling in India and Burmah, and came to Hongkong from Singapore a week ago by H.M.S. *Arethusa*, and left on board that vessel, on the 7th inst., on a visit to Shanghai, returning here shortly. It is his intention when he arrives back in England to stand again for Parliament.

Wednesday, 8th May.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, K.C.M.G., COMMANDER BLACKBURN, R.N., CAPTAIN ANDERSON, AND ASSESSORS.

THE "HANGCHOW"-"GLENGLY" COLLISION—CROSS ACTION FOR DAMAGES.

This was a cross-action for damages, for collision, between McGregor Brothers and Gow, owners of the steamship *Glenlyle*, and the China Navigation Company, Limited, owners of the steamship *Hangchow*.

Mr. Francis, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the *Hangchow*, and Mr. Sharp (instructed by Messrs. Deacon and Hastings) for the *Glenlyle*.

Mr. Francis said that as the suits had been prepared rather speedily, and as there was no time just then to go into arguments, Mr. Sharp and himself had agreed to simply put in the evidence, in order to let the *Glenlyle* get away, and take the arguments afterwards. There were four preliminary acts, two for each suit. These preliminary acts were substantially the same, and that for the *Hangchow* was as follows:—

Names of ships which came into collision, and the names of the masters—The steamship *Hangchow* (Joseph Pearce, master) and the steamship *Glenlyle* (Temperley Darke, master).

Time of collision—About five o'clock in the afternoon of 21st March, 1901.

Place of collision—In the Harbour of Hongkong, at a point about half-way between the easternmost buoy of the Messageries Maritimes and the Canadian Pacific buoy, and a little to the north of a line joining the two buoys.

The direction and force of the wind—About E. N. E., light, force about 2.

State of weather—Fine weather.

State and force of tide—Young flood, about five hours before high water. Current running from east to west, about one to two knots.

Course and speed of the ship *Hangchow* when the other ship, *Glenlyle*, was first seen—Nearly due west, heading for the C. P. R. buoy, speed about six knots, engines at half-speed.

The lights, if any, carried by the *Hangchow*—None; collision in the day time.

The distance and bearing of the other ship when first seen—About half a mile off and about 1½ to 2 points on starboard bow; apparently lying at the P. & O. buoy.

The lights, if any, on the other ship which were first seen—None; collision occurred in the day time.

The lights, if any, on the other ship, other than those first seen, which came into view before the collision—None; collision occurred in day time.

The measures taken, and when, to avoid a collision—When the *Hangchow* had approached to within about 300 yards of the *Glengyle*, the *Glengyle* gave a short blast with her whistle, and it was then noticed for the first time on board of the *Hangchow* that the *Glengyle* was under weigh. A collision was then inevitable, and the order was given on board the *Hangchow* to port hard, to go full speed astern, and to let go both anchors. Both anchors were promptly let go, first the starboard, then the port. The engines were put full speed astern, and the helm put hard over.

Parts of each ship which came into collision—The stern of the *Glengyle* came into collision with the starboard bow of the *Hangchow*, about five or six feet from the stern.

What fault, or default, is attributed to the other ship—(1) Want of proper look-out; (2) failure to blow a long blast on the whistle when the *Hangchow* came in sight passing Kowloon Point, to give notice she was under weigh; (3) failure to fly the pennant required by the Harbour Regulations to be flown when entering a fairway; (4) porting instead of starboating when a collision was imminent; (5) not stopping or reversing her engines.

Mr. Francis also read the preliminary act for the *Glengyle*, which was as follows:—

The names of the ships which came into collision, and the names of the masters—The steamship *Hangchow* (Joseph Pearce, master) and the steamship *Glengyle* (Temperley Darke, master).

Time of collision—Thursday, 21st March, 1901, at about five o'clock p.m.

Place of collision—Harbour of Victoria, half a ship's length from the easternmost M. M. buoy, which was bearing about S. E.

Direction and force of wind—Easterly, about force 3.

State of weather—Fine and clear.

State and force of the tide—Flood tide, running about two knots.

The course and speed of the ship when the other was first seen—The course of the *Glengyle* was due E.S.E., and her speed two to three knots.

The lights, if any, carried by her—No lights, being broad daylight.

The distance and bearing of the other ship when first seen—About one knot distant, and bearing about two points on the port bow.

The lights, if any, on the other ships which were first seen—No lights; daylight.

The lights, if any, on the other ship, other than those first seen, which came into view before the collision—No lights; daylight.

The measures which were taken, and when, to avoid a collision—The *Glengyle* blew a prolonged blast on two occasions—the first when the *Hangchow* appeared to be making across her (the *Glengyle's*) bows, and the other when the *Hangchow* failed to alter this course. When the collision appeared to be inevitable, the engines of the *Glengyle* were put full speed astern.

The parts of each ship which came into collision—The stern of the *Glengyle* and the starboard bow of the *Hangchow*.

Which fault, or default, if any, is attributed to the other ship—The *Hangchow*, which had the *Glengyle* on her (the *Hangchow's*) starboard side, did not keep out of the way of the *Glengyle*, as required by Article 19 of the Regulations for Preventing Collisions at Sea; the *Hangchow* endeavoured to cross ahead of the *Glengyle*, contrary to Article 22; the *Hangchow* did not slacken her speed or stop or reverse, as required by Article 23; the *Hangchow* did not keep on that side of the fairway mid-channel which ran on her starboard side, as required by Article 25.

Hon. Basil Taylor (Acting Harbour Master) was called by Mr. Francis and examined at great length on technical points dealing with courses, positions of buoys, etc.

Mr. Sharp cross-examined.

Captain Pearce, of the steamship *Hangchow*, said his second officer was on the bridge all the way up the Lyeemun Pass till the time of the collision; the chief officer was also on deck to keep a look-out. Down in the engine-room the second engineer was on watch and the chief engineer standing by ready for duty if required. The deck-log was a rough book, and entries were usually made in pencil. The entries in the rough log for the half hour

preceding the collision and at the time of the collision were made some time after the accident by the chief officer. The book produced was the rough deck-log, the second one produced was the ship's log made up from the rough log by the chief officer, and the third log produced was the official one, kept by witness. In the engine-room the man on watch entered up the rough log in pencil, and the official one was kept by the chief engineer and entered up from this log.

By Mr. Sharp—Witness had known the harbour of Victoria for about fourteen years; he had been connected with his present company for ten years, and with the exception of fifteen months, had all that time been running in and out of Hongkong. He had been a captain for six years. Until the accident he had considered the line of buoys containing, amongst others, the M. M., the P. D. O., and the Austrian Lloyd buoys, to be in the middle of the Northern Fairway. Witness was aware that anchoring was not allowed in any of the Fairways, but had seen ships anchored immediately to the south of the line of buoys mentioned, although a track was generally left clear. He was unable to reconcile this anchoring of ships in this "neutral zone" with the regulations already spoken of prohibiting such anchoring. On the occasion of the accident he dropped his anchor a little to the north of a line joining the M. M. and the C.P.R. buoy—a place he considered part of the Northern Fairway. It was a case of emergency.

Thursday, 9th May.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CAREINGTON, K.T., C.M.G., COMMANDER BLACKBURN, R.N., AND CAPTAIN ANDERSON.

THE "HANGCHOW"-“GLENGLY” COLLISION.

The hearing of evidence in this case was proceeded with.

Captain Pearce, recalled by Mr. Francis, said the day after the collision he got a copy of the Harbour Regulations from the Harbour Office. The copy produced was the one. There was no alteration or correction of the printed figures contained therein. He had not received an amended copy from the Harbour Office.

By His Lordship—Witness had not received any other copies since the one produced.

Henry Stanley Consterdine was examined by Mr. Francis. He said he was chief mate of the s.s. *Hangchow*. On 21st March, on coming into the harbour, the ship's crew went to stations just on entering the Lyeemun Pass. Witness was on the look-out on the forecastle, and along with him were several sailors—all Chinese. The anchors had been got ready before entering the Pass, and both were on the rail, ready to let go. The speed of the ship then was not known to witness. The distance from the forecastle head to the bridge was between 130 and 140 feet, and ordinarily he could not hear the orders from the bridge. The *Hangchow* came in on the ordinary steamer track on entering the Pass. Witness first noticed the *Glengyle* when she blew her whistle, which was when the *Hangchow* passed Kowloon Point. He heard one short blast from the *Glengyle*; it was not true it was a prolonged blast, as had been said. No other steamer had whistled. When witness saw the *Glengyle* she was about two points on the starboard bow, but he had no means of determining exactly; she appeared to be three or four ships' lengths off—from nine hundred to twelve hundred feet away. The *Glengyle* was heading at an angle across the *Hangchow's* bows. Immediately afterwards witness received orders to let go the anchors—first the starboard and then the port. The interval between the whistle and the letting-go of the starboard anchor was scarcely perceptible; it was done almost immediately. The port anchor was let go the next moment by the boatswain. Witness did not hear any other orders from the bridge; the captain had given the orders to let go the anchor. Witness was too busy with the anchors to pay attention to other matters, and could not say what the *Hangchow* or *Glengyle* was doing. Fifteen fathoms were paid out on both the starboard and

port anchors. The *Glengyle* struck the *Hangchow* on the starboard bow, close to the hawse pipe. At the moment of collision the anchor chains were running aft of the *Hangchow*. Witness held a master's certificate for date February, 1897, London. The blue pennant was run up on the *Hangchow*, but witness did not see when it was hoisted.

Cross-examined by Mr. Sharp.—Witness did not see the *Glengyle* until she whistled; at that time they had passed Kowloon Point, but how far he could not say. The distance from the *Glengyle* at that time was about twelve hundred feet. He did not remember hearing the *Hangchow* whistle but would not say that she did not. When witness first saw the *Glengyle* the fact that she whistled seemed to indicate she was under way, but his own observation did not convey any impression. The distance between the two ships when the orders were issued to let go the *Hangchow's* anchor was between three and four ships' lengths.

By Commander Blackburn.—Both anchor chains were braked at fifteen fathoms. The anchors, witness thought, must have dragged, as there was not much of a strain on the cables.

By his Lordships—Witness could not say what interval there was between the letting-go of the port anchor and the collision. Pressed, he said anything from one to two minutes, but would not confine himself to that. Neither could he say how far they were from the *Glengyle* when the port anchor was let go, but there was time to run out fifteen fathoms of chain, screw up the brakes, and get clear of the fo'c'sle head. Witness saw a collision was inevitable when the anchors were let go; he took it that that was why the order was given.

Sydney Herbert Jones, second mate of the *Hangchow*, said he was on the bridge at the time of the collision, on duty. He first noticed a red funnelled steamer, amongst others, shortly after the *Hangchow* rounded Kowloon Point. He was using glasses, and when he saw her she appeared to be lying parallel with the Empress boat. The *Glengyle* (the steamer with the red funnel) was flying her house flag, and appeared to be moored. When he came round Kowloon Point witness noticed an open channel in front, on each side of which ships were moored. He could not say on which side the *Glengyle* was lying. Witness did not recollect hearing the *Hangchow* whistle, but the *Glengyle* gave one short blast. She was then about two points on the *Hangchow's* starboard bow, and about three or four hundred yards off. At the time witness heard the whistle the *Hangchow's* engines were going slow. Witness was giving the signals to the engine-room. As soon as the *Glengyle* whistled the captain gave "Hard-a-port," "Full speed astern," and "Let go both anchors." Witness could not be sure whether the anchors were ordered to be let go one after another. Immediately on the order "Full speed astern," witness telegraphed it down the engine-room, and it was answered immediately. Witness saw the helm put over, and the anchors were let go as quickly as possible. He could not say the time between the whistle and the collision. It was his first voyage as second mate.

By Mr. Sharp.—The *Hangchow* was just rounding Kowloon Point when the *Glengyle* was sighted, and was three or four hundred yards off when the latter steamer whistled. Witness was of opinion that the *Glengyle* was practically stationary; she may have moved backwards or forwards, or she may not have moved at all, before the collision. The *Hangchow's* helm was put hard-a-port immediately after the *Glengyle* whistled. The wheel was on the bridge, and the helm was at once ported hard. Witness, however, could not say whether the *Hangchow* answered her helm or not, nor that her anchors prevented her doing so. The *Hangchow* was going at half-speed when the engines were put to slow; the steamer's half-speed was between five and six knots. Witness could not say whether it was before or after passing Kowloon Point that the engines were put to slow. As to whistling, he could not remember that the *Hangchow* used hers, although she might have done so.

By Commander Blackburn.—Sometimes the captain pulled the whistle, sometimes witness

On that occasion he did not pull it, but he could not remember whether the captain did so.

By his Lordship.—Witness formed the opinion that a collision was imminent when the helm was ported and the engines were put full speed astern. From his position on the bridge, both ships appeared to witness to be moving. He could not say whether or not the *Hangchow's* way was stopped before the collision. From the time she was first sighted witness did not keep the *Glengyle* specially under observation.

William Lamond, second engineer of the *Hangchow*, said he was on duty in the engine-room at the time of the collision. The third engineer was not on duty, but the chief engineer was standing by. Coming in on that day witness made a note in his log-book of the times at which the different orders were given. That for "Half-speed" was 4.45; the next order, "Slow," was given at 4.51; at 4.53 "Stop" and "Full speed astern" were given; all these orders were promptly executed. It would take, roughly speaking, about ten seconds to put the engines over. At 4.55 the ship struck something, the impact being felt in the engine-room. At 4.57 the order was given, "Stop." The first three entries were made by the witness, the others by the chief engineer. The entries by the witness were made at the time, those by the chief engineer, later, in his room, in witness's presence. The times for the orders were correctly entered. Witness joined the *Hangchow* in March last.

By Mr. Sharp.—Witness was positive that some words had not been erased in the

Mr. Francis—I submit, my Lord, it has simply been smudged.

His Lordship—I think it is a smudge.

Witness—We have greasy hands, you know, in the engine-room.

The log was passed from his Lordship to Commander Blackburn, and then to Captain Anderson, being ultimately handed back to Mr. Sharp.

Mr. Sharp—When you took this log to the chief engineer's room, was there any writing or figures here?

Witness—I have already answered that.

Mr. Sharp—Will you answer it again?

Witness—I have already answered that.

Mr. Sharp—Will you give me a definite answer, Mr. Lamond?

Witness—I have already answered that.

His Lordship—You must answer the question.

Witness—There was no writing; there may have been a line down.

By Mr. Francis—The time given for the collision was correct. Witness had first noted the time on a board in the engine-room, as was done with other entries.

By his Lordship—Witness could not say why the chief engineer made the two entries in the log instead of leaving it to be done as was usual by witness, unless it was because the entries related to a collision—a rather important event. The chief engineer took the time of the collision from his own knowledge. He was in the engine-room from the order to "Stand by."

By Mr. Francis—When the order to "Stand by" was given, witness still remained in charge, although the chief engineer returned to the engine-room.

John Wedge Williams, chief engineer of the *Hangchow*, was next examined.

Case proceeding.

Thursday, 9th April.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISE JUDGE.)

SAMUEL MEGGETT v. LANE CRAWFORD & CO.
This was a case in which the plaintiff, Samuel Meggett, late music-store manager with Lane, Crawford & Company, sued that firm for \$1,000 as compensation for wrongful dismissal. Mr. J. S. Harston appeared for the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

The plaintiff's case was that he was engaged by the defendants as manager in their music department, at a salary of \$200 per calendar month. The term of the agreement of service (which was in writing and dated 29th January, 1900), was three years, with an option to

the defendants to terminate such agreement at the end of the first year, conditional upon their providing the plaintiff with a second-class return passage, by a mail steamer to London. The plaintiff arrived in Hongkong on 1st April, 1900, and his service with the defendants commenced on 2nd April, 1900. The plaintiff was one year and 26 days in the defendants' employ, when they summarily dismissed him. The plaintiff had therefore been unlawfully deprived of 23 months' salary at \$200 a month, making a total sum of \$4,600.

Correspondence between both parties was submitted, the first letter being from Mr. A. H. Skelton, partner in the defendant firm, in which he directed the plaintiff to attend at the store every morning at 7.30 a.m. The letter further stated the firm's objection to the defendant's smoking on the premises, a complaint having been made that he was in the habit of doing so. This letter was dated 10th April, 1901, and was replied to on the 11th April by the plaintiff, who said he understood he was to leave the defendants' service. The plaintiff, in a later communication, refused to attend at the store at 7.30 a.m., on the ground that the order for him to do so was an unreasonable one. The defendants, in reply to this letter, gave the plaintiff a week to consider the matter and submit a definite answer. At the end of that time, no reply having been received from the plaintiff, he was summarily dismissed.

His Honour, after hearing evidence, held that the defendants' order that plaintiff should commence business at 7.30 a.m. was a reasonable order, and directed that judgment be entered for the defendants, with costs.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR MAY.

Bad weather once more attended the meeting, and only three cards were in consequence returned.

CAPTAIN'S CUP.

Mr. J. H. T. McMurtrie	84	0	84
" E. J. Grist	91	6	85
(9 entries.)			

POOL.

Lieut. J. A. Moreton, R.N.	93	14	79
Mr. J. H. T. McMurtrie	84	0	84
" E. J. Grist	91	6	85
(14 entries.)			

SHANGHAI RACES—SPRING MEETING.

FIRST DAY, 7TH MAY.

SUBSCRIPTION PLATE (Walers).

Mr. Twoovees' Silver Spur	1
Mr. Black's Advance	2
Mr. Vaney's Rani	Dead heat

CRITERION STAKES (China Ponies).

Mr. Duplex's The Dealer	1
Mr. John Peel's Set	2
Mr. G. H. Potts's Desert King	Dead heat
Time 2.4 1/5.	

GRIFFINS' PLATE (China Ponies).

Mr. Kanuck's Poronai	1
Mr. Toeg's Conon	2
Messrs. Elphinstone and Macpherson's Black Pearl	3

Time 1.31 1/5.

CATHAY CUP (China Ponies).

Mr. Robson's Loyalty	Dead heat
Mr. Toeg's Rio Grande	2
Mr. Ring's Amphion	3
Time 3.16 3/5.	

JOCKEY CUP (China Ponies).

Mr. Everard's Hopeless	1
Mr. Ganwal's Umpire	2
Mr. Ruby's Briefless	3
Time 2.42	

HART LEGACY CUP (China Ponies).

Mr. G. H. Potts's Moriturus	1
Messrs. Oswald & Hunter's Royton	2
Mr. Crawford's Esperance	3
Time 5.7 2/5	

KIANGSU PLATE (China Ponies).

Mr. Rodset's Cheesy	1
Mr. Kanuck's Ichimura (late Igel)	2
Mr. J. M. D.'s Touch-me-not	3

Time 3.49.

RACING STAKES (China Ponies).

Mr. Marius's Pandur	1
Mr. Buxey's Rose of the Roses	2
Mr. Henry Morris's Snowberry	3
Time, 2.45 3/5.	

AUSTRALIAN PLATE (Walers).

Mr. Four Stars' Nightmare	1
Mr. Bruce Robertson's Mother Superior	2
Mr. Jolliskin's Darling	3
Time, 1.55.	

GRAND STAND STAKES (China Ponies).

Mr. Black's Dismay	1
The Maori-Danes' Vanity Fair	2
Mr. Barff's Tamale	3

Time, 2.9.

SECOND DAY, 8TH MAY.

CHU-KA-ZA CUP (China Ponies).

Mr. John Peel's Set	1
Mr. G. H. Potts's Forest King	2
G. H. Potts's Moriturus	3

Time, 1.31 2/5.

SHANGHAI DERBY (China Ponies).

Mr. Toeg's Conon	1
Mr. Kanuck Poronai	2
Mr. Buxey's Rose of the Roses	3

Time, 2.42 3/5.

LADIES' PURSE (China Ponies).

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MANCHU STAKES (China Ponies).

Mr. Macpherson's Kitchener	1
Mr. Buxey's Rose of the Roses	2
Mr. Hansa's Betha	3
Time, 3.03/5.	

CONSOLATION CUP (China Ponies).

Mr. Crawford's Esperance	1
Mr. G. H. Potts's Forest King	2
Messrs. Eric & Ralph's Hasdrubal	3
Time, 2.32 1/5.	

CHAMPION SWEEPSTAKES (China Ponies).

Mr. Duplex's The Dealer	1
Mr. John Peel's Se	2
Mr. Kanuck's Ichimura	3
Time, 2.04.	

RAILWAYS IN BURMA.

Several years ago, writes the Rangoon correspondent of the *Times*, it was decided by the Secretary of State for India that the best route for a railway to China through British territory, having regard to the lines that had already been constructed in Burma, was from near Mandalay in a north-easterly direction to the Kunlong Ferry, on the Salween river, close to the Chinese frontier and about 260 miles from Mandalay. The completion of the Gokteik Viaduct, 79 miles from Myohaung, the junction close to Mandalay, has made rapid extension possible, and before long the line will be open to Thibaw, the principal town in the northern Shan States, 127 miles from Mandalay, if not to Lasho, a centre of some little importance east. As far as Lasho there will probably be an annually increasing traffic; but it is doubtful if even this part of the extension, which has proved, a very expensive one—the 39 miles from Myohaung to Maymyo costing over forty lakhs of rupees—will earn within the next generation enough to pay its working expenses. From Lasho to Kunlong Ferry there is little or no hope of any appreciable traffic, either in passengers or in goods; so there appears to be no reason why a commercial undertaking like the Burma Railways Company should extend the line further than Thibaw or Lasho, unless, indeed, it can be shown that the trade of that portion of Yunnan which would be "tapped" by a line from Kunlong to Shunning and Talifu is sufficient to hold out a fair prospect of a return on the enormous outlay involved. So far as can be judged from the recent reports of our Consular officers, and from the very able report on the trade possibilities of Southern China written by Mr. F. S. Bourne for the Blackburn Chamber of Commerce, a railway into Yunnan from the Shan States would not pay for many years to come. Thus it is that the Burma Railways Company has of late directed its energies into other channels; the Gokteik Viaduct, it is true, has been completed, and the Shan Hills line is being constructed for half its originally proposed length; but frontier and trans frontier railway projects appear to have been dropped, while railways joining the ports of Bassein and Moulmein with Rangoon are under way, the former being within measurable distance of completion and the latter under survey; both these lines will certainly prove remunerative to the company and advantageous to the public.

When it became known that the construction of the Atbara bridge had been entrusted to American contractors, British bridge-builders complained. The Gokteik Viaduct was a much more formidable and more costly task than the Atbara bridge, there being more steel in the central tower alone of the former than in the whole of the latter, yet by few protests were heard when the contract was given to the Philadelphia Steel Company. The plain fact is that the British contractors were not "in it." The American firm tendered at £20 a ton; the best English tender was nearly twice as much. The American firm engaged to complete the work in half the time asked in the most favourable British tender. Of course the Americans secured the contract, just at about the same time another American firm secured the contracts for 80 locomotives for Indian railways, of which 20 are now at work in Burma, principally on the extremely heavy gradients (one in 25) on the Maymyo line; and I believe they are giving every satisfaction to officials who would much prefer to be able to place their contracts with British manufacturers. American

rails, too, are being imported into Rangoon; and it is too much to say that American iron and steel manufacturers have received from the railways of this province alone in less than two years a sum of £125,000, of which over £80,000 is on account of the Gokteik Viaduct.

There is nothing remarkable in the design of the bridge spanning the Gokteik gorge. It is what is known as a deck viaduct—that is, one in which the railway line is laid right on top. Its total length is 2,260ft., made up of ten spans of 120ft. each, seven spans of 60ft. each, and 16 spans of 40ft. each. A natural bridge across the gorge greatly assisted the work, for the central tower, 32 ft. high, springs from the natural bridge, which is 500ft. above the water. From the rails there is, therefore, an almost perpendicular drop of 820 feet. The work on the bridge was started on 1st February last, when the first shipment of steel from America arrived, and it was completed on 6th December, that is, in a few days over ten months. Thirty American mechanics were engaged and, as there is practically no local labour available, 250 natives of India were recruited in Bombay, Calcutta, and Rangoon, half of this number being skilled labourers and the other half coolies. A "traveller," with an overhang of 160ft., that is, 40ft. greater than the longest span, was erected on the approach; the first span was lifted into its place and completed; the "traveller" moved its base to the first tower, and the second span was then erected, and so on to the 33rd and last span. From the day the work was started there was no serious hitch, everything worked smoothly, and the gigantic task is now completed, reflecting the greatest credit on the contractors and their representative on the spot, Mr. J. C. Turk. Those who believe in the commercial necessity of constructing a railway into Yunnan, and fear that the single metre-gauge line now being laid beyond the Gokteik gorge will be quite inadequate for the traffic to and from Western China, will like to hear that the viaduct has been built with a regard to future expansion, for while the girders have been made for a single line only, the towers, that is the really heavy work of the bridge, have been constructed to carry a double line.

HONGKONG.

Mr. C. S. Sharp has been appointed a member of the Medical Board in place of Mr. Marshall resigned.

H.M.S. *Aurora* left on the 4th inst. for Tung Ying Island. The French torpedo-boat-destroyer *Takou* arrived from Amoy. On the 5th inst. H.M.S. *Algerine* left for Singapore.

The proceeds, after paying expenses, of the recent concert, given in the Hon. C. P. Chater's Bungalow, Kowloon, by the members of St. John's Cathedral Choir on behalf of the local work of the Missions to Seamen, amount to \$238.25. A cheque for this amount has been sent by the Hon. Secretary of the Choir to the Rev. J. H. France, the energetic and popular chaplain of this most deserving Mission.

The following are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, as certified by the Managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 2,574,453	\$ 1,500,000
Hongkong and Shanghai Banking Corporation	9,061,867	5,000,000
National Bank of China, Limited	429,151	150,000
Total	\$12,065,471	6,650,000

We regret to have to record the death of one European from plague—that of Mr. H. C. Howorth, who died in the Peak Hospital on the 5th inst., after a very short illness. The deceased has been for some little time an assistant with Messrs. Watson & Co., at the Hongkong Dispensary in Queen's Road. Another of the firm's employees, Mr. H. Thorne, who has not been a year yet in Hongkong, was removed to Kennedy Town on the 4th inst. suffering from plague. He has since died. It is, of course, not known for certain how they contracted the disease, but numbers of dead rats, we learn, have been found recently on the premises, from which it may be suspected that these vermin carried the infection.

The return of visitors to the City Hall Library and Museum last week shows that 383 non-Chinese and 97 Chinese visited the former, and 143 non-Chinese and 1,586 Chinese the latter institution.

The transport which is to take away the Remount Depot, Indian Contingent, now lying at Causeway Bay, is due here on the 10th inst., and she will leave the Harbour on the 13th for Taku to await orders. Capt. A. G. Turner 13th Bengal Lancers, is in command of the depot.

The steamer *Haiching*, Messrs. Douglas Lapraik & Company, arrived from coast ports on Thursday, and proceeded at once to Kowloon Dock to be fitted up as a transport. The *Haiching* has been chartered to convey some of the Indian troops back to Calcutta.

In a case at the Supreme Court on Thursday in which Mr. Samuel Meggett sued Messrs. Lane, Crawford and Co. for \$1,000 damages for alleged wrongful dismissal, Mr. J. S. Harston appearing for plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Messrs. Deacon and Hastings) for the defendant firm, judgment was entered for the latter.

We are requested to state for the information of the Portuguese community of this Colony, that Conselheiro A. G. Romano, Portuguese Consul-General at Hongkong, has been informed by the Acting Colonial Secretary that the Rt. Hon. the Secretary of State for the Colonies has laid his letter of condolence on the occasion of the late Queen Victoria's death before H. M. King Edward, who has commanded him to convey to Conselheiro Romano the expression of his Majesty's deep gratitude for the sympathy of the Portuguese Community of Hongkong with him in his bereavement.

MISCELLANEOUS.

The death is reported from Bangkok of Mr. H. M. Grigson, late head constable to the British Consulate.

Mr. E. C. Werner, H.B.M. Consul at Kiung-chow, has been appointed Consul for Pakhoi in addition to his present post.

It is reported from Manila that the war has ended in Marinduque, and complete pacification restored. It is stated from Ilocos Norte that General Tinio has surrendered.

A report forwarded to headquarters by the Japanese Consul at Chefoo, dated the 16th ult., states that the harbour works in progress there are proceeding rapidly, and will be finished within two years.

Mr. John Schmidt, whose death from typhus at Hamburg is recorded elsewhere, was the head at Shanghai of the firm of H. M. Schultz and Company. Mr. Schmidt, whose loss is greatly regretted by his many friends, went home last year, and was about returning to China when the fatal attack took place.

We have received a copy of an Eulogy on the late Queen Victoria, delivered by the President of the Geographical Society of Lisbon, Councillor F. J. Ferreira do Amaral, at a meeting of the Society on the 4th February. The speech is published in Portuguese and English. Senhor do Amaral is a former Governor of Macao and son of Governor Ferreira do Amaral, who was barbarously murdered by the Chinese at the Porta Cerco, Macao, in 1849.

The *Foochow Daily Echo* of the 27th ult. has the following items:—The Flower Show is to be held in the godown of Messrs. H. S. Brand & Co. this afternoon.—A very successful ball was given at the Club on Monday evening by the Bachelors of Foochow. Between seventy and eighty were present, and dancing was kept up till the small hours of the morning. An important feature of the evening was the introduction of instrumental music provided locally. By the kindness of the Viceroy some seventeen members of his native band played several of the dances with great success. The decoration of the Club and the refreshments provided for the entertainment, reflected great credit on the hosts.—News was received here late on Thursday night of the wreck of the P. & O. Steamer *Sobraon*. Full details of the damage have not reached us yet, but it is probable that she will become a total wreck. Tung Ying lies between thirty and forty miles north of Sharp Peak. It is inhabited by a large fishing population, which has already made attempts to loot the steamer.

The Crown Princess of Japan gave birth to a son on the 29th ult.

A Paris telegram of the 25th ult., quotes General Voyron's report on the French troops in North China. Their health and general condition are excellent, while their behaviour "has not ceased to be irreproachable." The latter remark will be appreciated in Tientsin.

The first-class armoured Japanese cruiser *Iwate*, which left Devonport hurriedly for the Far East with only a portion of her ammunition, left Colombo on the 27th ult., and arrived last week. She stayed there only long enough to coal and proceed direct to Japan.

The total value of the trade between New South Wales and Japan last year amounted to £256,030. Of this £122,041 represented imports and £133,987 exports. Compared with the preceding year the imports showed an increase of £17,519 or 17 per cent, and the exports an increase of £12,494 or 10 per cent.

The following appointments have been made at the Admiralty:—Commander: T. W. Kemp, to the *Argonaut*, to date April 1. Lieutenants: T. E. J. Bigg, to the *Bonaventure*, temporarily, in lieu of a sub-lieutenant, J. G. P. Ingham to the *Bonaventure*, W. R. Alexander, to the *Isis*, temporarily, in lieu of a sub-lieutenant to date April 1; T. E. J. Bigg, to the *Talbot*, undated.

A *Mainichi* telegram dated Tokyo, 25th April, says:—It was previously reported that the Russian marines in Bankumi, near Mampoo—fifteen in all, under command of an officer—would be withdrawn in deference to the representation of the Japanese Government, but the latest arrangement is that seven men shall stay there as police, it being understood that they are not to carry weapons.

We have received the February and March number of the *China Review*, which contains as usual many articles of interest. Among them is a description of "Macao in the Early Days" by Mr. C. A. Montalto de Jesus. Mr. L. C. Arlington writes on "The Ceremony of Disinterring in China." Mr. Alabaster's "Illustrations of Chinese Criminal Practice" are continued. The Editor has several noteworthy items in the magazine, the history of the Early Turks reaches its fourth part, and Mr. T. K. Dealey reviews Mr. Parker's *China*.

A Madras telegram says:—The low state to which racing in the Madras Presidency has fallen may be gauged from the fact that the Wellington races, which were to have commenced on Tuesday, have been postponed indefinitely owing to the paucity of the entries. Last year it was only the entries from the Jhodpore Stable that enabled the Wellington and Ooty races to be held. This year the Jhodpore Stables have been sold, and numbers of sporting officers have been sent to Africa and China, so there is little hope for sport here in the near future.

Lieutenant-Governor Sir Frederick Fryer, speaking in Durban to the chiefs of the Southern Shan States, in March, said:—Much has been done to settle the country from a political point since 1895. The boundary between the Shan States and France, and between the Shan States and China (except around the Wa country) has been demarcated, and the danger of frontier complications, owing to doubts about the boundary, has been practically removed. Harmonious relations have been maintained with the Siamese border provinces. There has been a little trouble at one part of the Kengtung border, owing to the unsettled state of Keng-hung, the adjoining State on the north; but the local quarrels in that State have had no evil consequences in the neighbouring Shan territory. Under the agreement with China, a Consul has been established at Szemao, and a regular post between Kengtung and Szemao has recently been established. Friendly communication is also maintained with the French officers stationed on the Mekong. These arrangements should promote the trade between Kengtung and foreign countries. There are no outstanding questions regarding the internal frontiers of individual Shan States, and inter-State disputes have all been amicably settled.

The *Salvo*, steam tug, purchased by the Admiralty for service at Weihaiwei, was delivered at Sheerness Dockyard last month.

The Japanese Consul at Tientsin, Mr. Nagasami Tei, has returned to Japan. He had a great send-off from Tientsin last month.

Mr. E. D. H. Fraser, H.B.M.'s Acting Consul-General at Hankow, was expected to arrive at Shanghai on the 5th inst. on sick leave.

M. Kleimenow, the former Russian Consul at Singapore, was a passenger by the *Loos* on his way to resume his post as Russian Consul-General at Shanghai.

In the railway accident near Lofa on the Tientsin-Peking railway at the end of last month, seventeen Chinese were killed and one American injured.

A scheme is now on foot to pay all Government officials in Malaya a fixed sterling salary, and everybody now joining the service or getting promotion will do so subject to this proposal.

A second detachment of the 14th Sikhs, some 250 strong, was to leave Shanghai on Sunday last for the North in the hired transport *Formosa*; and six sections of the Vickers Maxim's were to leave for the North on the 7th instant.

The April number of *The Indian and Eastern Engineer* contains an excellent phototype engraving of the new flagship on the China station, the *Glory*. It also contains a description of Hongkong and its trade, illustrated by a picture of the harbour.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1900-1	1899-00
	lbs.	lbs.
Hankow and Shanghai ...	—	—
Amoy	637,355	505,915
Foochow	—	—
Canton	—	—
	637,355	505,915

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1900-1	1899-00
Shanghai	—	—
Amoy	16,439,090	14,004,371
Foochow	—	—
	16,439,090	14,004,371

SILK.

CANTON, 26th April.—Tsatees.—No settlements are reported in old Season's Silk, but there have been some small forward contracts in new Season's Silk, the prices have not transpired. Re-reels.—A few settlements are reported in new Season's Re-reels on the basis of \$550 for No. 1. Filatures.—There has been done a good business, especially during the first half of the fortnight; the sharp rise in Exchange rendering transactions more difficult during the last few days. Prices are well maintained, and the Chinese are not likely to give way as the weather prevailing lately is unsavourable to the first crop. Quotations are as follows, taken from prices paid:—\$775 to \$770 for Kwong Shun Cheong 11/18, \$770 for Miuk King Lun 11/18, \$760 for Kwong Shun Hang and Kun Wo Lun 11/18, and Sun Yue Lun 9/11, \$755 for Kwong Shun Ching 11/18, \$750 for Kwong Shun Hang 11/18, and Cheong Seng and Wing Hing Lun 11/18, \$735 for Hau King Lun and Kai Sun Cheong 18/15 and Cheng Seng 11/18, \$727 for Wing Wo Lun and Yee Wo Loog 9/11, \$725 for Kwong Loong Cheong 9/11 and Kum Lun Tai 10/12, \$720 for Kwong Shun King and Kwong Sun On 11/18, and Kai Loong Cheong and Kwong Yuen On 9/11, \$715 for King Shing's Gold Lion 16/18, \$712 for Cheong Kee 9/11, \$710 for Kwong Ho 11/13, \$700 for Wing King Lun and Kwong Ho 11/13, \$690 for Shun Kee 11/13, \$685 for U Hau Cheong 16/18, and Ching Wo Hang 10/12, \$680 for Po Sun Cheong 11/13 and Kwong Ho 13/15, \$685 for Koun King 11/13 and Kwong Lun Hing 13/15, \$680 for Yun Cheong Wo, Kam Lun and Wai Lun King Lee 10/12, for Kwong Mou Tai and Kwong Hing Lun 11/13 and for How King Cheong 13/15, \$655 for King Lun Sang 11/13 and Kwong Shing Lun 11/13, \$650 for Wong Yerk Kee 11/13 and Koun King 18/22, \$645 for Victoria 18/22, Yu Ye Lun and Wal King Wo 18/22, \$635 for Tung Hing 11/13, \$610 for Yee Lun Cheong 20/24, and 24/28 new Season's Silk, \$607 for Quan Hing 13/15, \$595 for Tung Hing 14/18. Short-reels.—Have been in better demand during the last eight days, and a few hundred bales have been settled. The bulk of the Silk on market is composed of rather undesirable parcels of 3rd and 4th crop, which are offered at prices comparatively cheap. Prices are irregular, and quotations are:—\$740 for Hau King Lun, \$735 for Hau King Sing and Yu King, \$695 for Kwong Wo Hang, \$685 for Chung Sun Hang. Waste.—Market dull and very little doing. Prices maintained fairly thereon, and quotations given below are merely nominal. Appended are quotations in Canton, with laying down cost in London and Lyons, Exchange 4 months' sight, 2/04, and Fea. 2.54 per Dollar.

CAMPHOR.

HONGKONG, 10th May.—No arrivals.

SUGAR.

HONGKONG, 10th May.—The prices are going upward, market being brisk. Quotations are:—Shekloong, No. 1, White..... \$8.85 to \$8.10 per. do. " 2, White..... 8.00 to 8.05 " Shekloong, No. 1, Brown ... 5.90 to 5.95 " do. 2, Brown ... 5.80 to 5.85 " Swatow, No. 1, White..... 8.80 to 8.85 " do. 1, White..... 7.95 to 8.00 " Swatow, No. 1, Brown ... 5.85 to 5.90 " do. 2, Brown ... 5.75 to 5.80 " Foochow Sugar Candy 13.40 to 13.45 " Shekloong 12.80 to 12.85 "

RICE.

HONGKONG, 10th May.—The downward tendency continues, market being very dull. Quotations are:—Saigon, Ordinary \$2.40 to 2.45 " Round, Good quality 3.30 to 3.35 " Long 3.45 to 3.50 Siam, Field mill cleaned, No. 2 2.55 to 2.60 " Garden, " No. 1 3.20 to 3.25 " White 3.60 to 3.65 " Fine Cargo 3.90 to 3.95

MISCELLANEOUS EXPORTS.

Per Imperial German Mail, steamer *Princess Irene*, sailed on the 1st May. For Aden:—1 case curios. For Genoa:—735 bales raw silk, 50 rolls matting, 10 cases staranised oil. For Marseilles:—100 bales waste silk. For New York:—1 box silk piece goods. For Antwerp:—200 bales broken cassia, 121 bales feathers, 10 bales canes, 6 rolls matting, 1 case cigars. For Antwerp and/or Hamburg:—50 cases staranise seed. For Antwerp and/or Hamburg and/or London:—185 bales feathers. For Amsterdam:—31 cases Chinaware, 12 cases blackwoodware, 12 rolls matting. For Amsterdam and/or Rotterdam:—20 cases preserves. For Rotterdam:—173 rolls matting, 2 boxes blackwoodware, 2 cases cigars. For Hamburg:—178 bales feathers, 163 bales Rattancore, 151 bales canes, 135 rolls matting, 50 cases staranised, 27 cases Chinaware, 20 cases Chinapaper, 10 cases blackwoodware, 2 cases silk. For Hamburg and/or Antwerp:—40 cases bristles. For Copenhagen:—35 bales canes. For London and/or Manchester:—162 bales waste silk. For London:—934 rolls matting, 3 cases sundries, 1 case cigars. For Bremen:—167 rolls matting, 2 cases blackwoodware.

Per s.s. Yarra, sailed on the 6th May. For Marseilles:—118 bales raw silk, 5 cases silks, 20 cases tapers, 200 cases cassia, 1 case hair, 100 pkgs. tea, 29 pkgs. matting, 201 bales pierced cocoons. For Lyons:—573 bales raw silk. For Milan:—15 bales raw silk. For Havre:—3 cases curries, 1 case feathers.

OPIUM.

HONGKONG, 10th May.—Malwa:—A small business transpired. New at \$820/830 and Old at \$84/870.

Bengal:—Market has been subject to constant fluctuations before the 6th sale, the highest and lowest quotations for Patna were \$940 and \$920, O. B. \$960 and \$955. After the result of the sale was known a smart rise took place. A fair quantity of Patna changed hands at \$942½/945. O. Benares was dealt in sparingly at \$957½/965. At the close a quiet feeling prevailed and rates are quoted nominally, Patna \$940 and O. Benares \$957½.

Persian.—There is no change in the quotation.

STOCK.

Patna.....	1,770
Benares	592
Malwa	615½
Persian	2,325½

COTTON.

HONGKONG, 10th May.—Moderate sales effected in superior quality; medium and inferior neglected. Stock, about 11,000 bales.

Bombay,	17.00 to 18.0 picul
Bengal (New), Rangoon, {	18.0 to 21.25 "
and Dacca,	"
Shanghai and Japanese, ...	22.00 to 24.00 "
Tungchow and Ningpo,	22.00 to 24.00 "
Sale: 500 bales.	

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 10th.—A quiet but steady business has been done throughout the past fortnight at or about late rates, and at the close the demand has subsided, but both buyers and sellers appear satisfied to work on present basis.

No. 6s.—Have continued steady with light stocks.

No. 8s.—Continue quiet and very little doing.

No. 10s.—Show the continuance of the usual large demand and very some irregularity in price.

No. 12s.—Demand has greatly subsided, only some favourite chows being dealt in small lots at slight decline.

No. 16s.—Have continued steady with moderate enquiry for special spinnings.

No. 2's.—Have been largely dealt in; best spinnings receiving most attention. Prices are maintained, but here and there a trifling gain in values in noticeable over last mail quotations. Stocks of desirable favourite spinnings are almost exhausted, and more than half of the 4,085 bales noted below are for May-June delivery.

The local Mill has ceased running entirely, and out of the few bales remaining in stock about 400 bales No. 12s., have been sold at \$30.

Japanese Yarns have ruled steady, and about 200 bales No. 20s. Settsu spot cargo have found ready buyers at \$101 to \$111. In addition to the above, sales of about 800 bales Nos. 16s. and 20s. are reported, on the basis of \$104 for Kanegafuchi and \$116 for Sakai. No. 16s. and \$107 to \$108 for Settsu, \$107½ for Ashai, and \$107 for Kanegafuchi and Shensu No. 20s., all four to six weeks' delivery.

Raw Cotton.—Indian descriptions show a further falling off and a forced sale of about 90 bales superfine Bengal \$18½ is reported. Total business of the fortnight amounts to about 700 bales Bengal, at from \$18½ to \$20, 50 bales Dacca at \$21, and 200 bales Thoongchow, at from \$22½ to \$23½. Unsold stock 10,000 bales Indian and 300 bales China Cotton. Quotations are Indian \$18 to \$21 and China \$22 to \$23½.

Exchange closes to-day as under, say on India Rs. 146½ for T/T and Rs. 147 for Post. On Shanghai 72½ and Yokohama 8½ per cent. premium.

Shanghai advices to the 4th instant, report the undenoted business in imported and local spinnings, in that market, viz.—

Indian.—Total sales 12,246 bales comprising 375 bales No. 6s., 70 bales No. 8s., 5,568 bales No. 10s., 725 bales No. 12s., 1,431 bales No. 16s., and 4,095 bales No. 20s., prices showing an advance of half to one Tael and market closing strong. Estimated unsold stock about 24,000 bales.

Japanese.—Total sales 2,000 bales on the basis of Tls. 80 to 81½ for No. 16s., and Tls. 80½ to 82 for No. 20s., prices showing an advance of half to one Tael, and market closing firm.

Local.—Total sales about 3,800 bales on the basis of Tls. 70 to 72 for No. 10s., Tls. 71½ to 73½ for No. 12s., Tls. 73 to 75 for No. 14s., and Tls. 77 to 78 for No. 16s.

COALS.

HONGKONG, 10th May.—Small sales of Japanese at quotations:

Cardiff	\$26.00 sellers ex godown
Australian	\$14.00 ex godown, nominal
Yubari Lump	\$11.25 ex godown, nominal
Miiki Lump	\$10.
Moji Lump	\$7.00 to \$9.50 ex ship, steady
Hongay double } screened	10.50 ex godown }
Hongay Lump	8.50 ex ship nominal.
Hongay Dust	5.50 "
Briquettes	14.50 "

MISCELLANEOUS IMPORTS.

HONGKONG, 10th May.—Among the sales reported during the week are the following:

YARN AND PIECE GOODS.—Bombay Yarn: 1,300 bales No. 10 at \$80 to \$87, 500 bales No. 12 at \$87 to \$90·50, 250 bales No. 16 at \$93 to \$101·50, 4,900 bales No. 20 at \$97·50 to \$109. Grey Shirtings: 250 pieces 10 lbs. Blue Stages at \$4·40, 750 pieces 10½ lbs. Double Stages at \$4·40, 750 pieces 10 lbs. Mandarin at \$4·25, 1,000 pieces 8½ lbs. Red 7 Boys at \$2·90, 500 pieces 10 lbs. Stag at \$4·45, 500 pieces 10 lbs. 2 Stags at \$4·40. White Shirtings: 500 pieces S. O. at \$4·70, 250 pieces S. M. at \$4·70, 500 pieces S. S. at \$5·10, 250 pieces Blue Dragon at \$5·85, 250 pieces S. S. at \$5·10, 250 pieces D. 70 at \$4·10. White Lenox: 125 pieces C. Stag at \$5·80.

METALS.—Bamboo Steel: 500 cases at \$6·47½ to arrive. New Galvanised Wire: 700 piculs at \$9·30 to arrive, 500 pieces at \$9·50 to arrive.

COTTON YARN—per bale

Bombay—Nos. 10 to 20s.....	\$76.00 to \$109.00
English—Nos. 16 to 24.....	114.00 to 120.00
" 22 to 24.....	120.00 to 128.00
" 28 to 32.....	136.00 to 142.00
" 38 to 42.....	155.00 to 170.00

COTTON PIECE GOODS—per piece.

Grey Shirtings—6 lbs	2.10 to 2.15
7 lbs	2.40 to 2.50
8.4 lbs	2.80 to 3.50
9 to 10 lbs	3.60 to 4.40
White Shirtings—54 to 56 rd.	2.50 to 2.75
58 to 60 "	3.15 to 4.00
64 to 66 "	4.20 to 5.50
Fine	5.10 to 7.75
Book-folds 4.30	6.20
Victoria Lawns—12 yards.....	0.75 to 1.50
T-Cloths—6lbs. (32 in.), Ord'y. 1.70	1.85
7lbs. (32 "), "	1.90 to 2.20
6lbs. (32 "), Mex's. 1.90	2.15
7lbs. (32 "), "	2.75 to 3.60
8 to 8.4 oz., (36 in.) 2.80	3.50
Drills, English—40yds., 14 to 16 lbs	4.20 to 7.00

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs	1.55 to 5.00
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Brocades—Dyed

per yard

Chintzes—Assorted	0.084 to 0.17
Velvets—Black, 22 in.	0.224 to 0.60
Velveteens—18 in.	0.20 to 0.224

per dozen

Handkerchiefs—Imitation Silk 0.36 to 2.50

WOOLENS—per yard

Spanish Stripes—Sundry chows 0.80 to 1.50

Habit, Med., and Broad Cloths 1.25 to 2.50

per piece

Long Ells—Scarlet

 Assorted

Camlets—Assorted

Lastings—30 yds., 31 inches Assorted

Orleans—Plain

Blankets—8 to 12 lbs.

per pair

Blanks—8 to 12 lbs.

per picul

Iron—Nail Rod

 Square, Flat Round Bar (Eng.) 4.45 to —

 Swedish Bar

 Small Round Rod

 Hoop 1 to 11/2 in.

 Wire 15/25

 Old Wire Rope

Lead, L. B. & Co. and Hole Chop	8.60 to —
Australian	8.50 to —
Yellow M'tal—Muntz	14/20 oz. 41.00 to —
Vivian's	14/20 oz. 40.50 to —
Elliot's	14/20 oz. 40.00 to —
New Chops	14/20 oz. — to —
Composition Nails	63.00 to —
Japan Copper, Slabs	42.00 to —
Tin	69.00 to —
	per box.
Tin-Plates	6.75 to —
	per cwt. case
Steel 1/2 to 1	6.25 to —

SHARE REPORT.

HONGKONG, 10th May.—Business has continued active during the week now brought to a close, and rates, with the notable exception of Raubs, have been well maintained.

BANKS.—Hongkong and Shanghai have been dealt in at \$390 per cent. premium, and the market closes steady at this rate. The London quotation is advanced to £63. Nationals are unchanged, and without business.

MARINE INSURANCES.—Unions have been placed at \$320, and the demand for shares continues at \$325. China traders are wanted at \$58. Cantons have been sold

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	390 p. ct. prem.— L'don, £63. [\\$612].
China & Japan, ordy.	24	21.
Do. deferred	21	25 5s.
Natl. Bank of China		
A. Shares	28	27, buyers
B. Shares	28	27, buyers
Foun. Shares...	21	15, sellers
Bell's Asbestos E. A....	21	1.
Campbell, Moore & Co.	\$10	20.
China-Borneo Co., Ld.	\$15	38, sales
China Light & Power Co., Ld.	\$20	20, nominal
China Prov. L. & M....	\$10	30, buyers
China Sugar	\$100	135, sellers
Cigar Companies—		
Alhambra, Limited.	\$500	1,500, buyers
La Commercial, Ld.	\$500	1,00, buyers
Hensiana, Limited..	\$100	100, buyers
La Favorita, Ld. ...	\$500	1,00, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 50, sales
International	Tls. 100	Tls. 40.
Laou Kung Mow ...	Tls. 100	Tls. 50.
Soychee	Tls. 500	Tls. 325.
Yahloong	Tls. 100	Tls. 25.
Hongkong	\$100	75, buyers
Dairy Farm	\$6	7, buyers
Fenwick & Co., Geo....	\$25	55, sellers
Green Island Cement..	\$10	20, buyers
H. & C. Bakery	\$50	50.
Hongkong & C. Gas ..	\$20	135, buyers
Hongkong Electric	\$10	125, sales
H. H. L. Tramways ...	\$5	64, sales
Hk. Steam Water boat Co., Ld.	\$100	225, buyers
Hongkong Hotel	\$5	7.
Hongkong Ice.....	\$50	128, buyers
H. & K. Wharf & G....	\$25	175, buyers
Hongkong Rope.....	\$50	102, buyers
H. & W. Dock	\$50	157.
Insurance—	\$50	315, buyers
Canton	\$50	175, buyers
China Fire	\$20	87.
China Traders'	\$25	58, buyers
Hongkong Fire	\$50	360.
North China	\$25	Tls. 180, buyers
Straits	\$20	nominal.
Union	\$50	325, buyers
Yangtsze	\$80	125, buyers
Land and Building—		
Hongkong Land Inv Humphreys Estate..	\$100	198, sellers
Kowloon Land & B. West Point Building	\$10	14, buyers
Luzon Sugar	\$80	30.
Mining—		
Charbonnages	Fcs. 250	300, buyers
Jelebu	\$5	35,20, sellers
Queen's Mines, Ld....	25c.	7 cents, sellers
Olivers Mines, A... Do. B...	\$5	14.
Punjom	\$4	1.50.
Do. Perference..	\$9	8, sellers
Raubu	\$1	1.40, sellers
New Amoy Dock	18	24, sellers
Oriente Hotel, Manila	\$6	22, buyers
Robinson Piano Co., Ld	\$50	80, sellers
Steamship Coys.—	\$50	50, nominal
China and Manila...	\$50	67, sellers
China Mutual Pref	\$40	53, buyers
China Ordinary	£10	212.
Do.	£10	212.
Douglas Steamship H., Canton and M....	25	27.
Indo-China S. N....	\$50	54.
Shell Transport and Trading Co....	\$15	35, sellers
Star Ferry	£10	14, sellers
Tebrau Planting Co....	\$5	3, sellers
United Asbestos	\$4	11, buyers
Do.	\$10	20.
Wanchai Warehouse..	\$37	63, buyers
Watkins, Ld.	\$10	10, sellers
Watson & Co., A. S....	\$10	17, buyers
Universal Trading Co., Ld.	\$5	19, buyers

VERNON & SMYTH, Brokers.

SHANGHAI, 1st May (From Messrs. J. P. Bisset & Co.'s Report).—A fair general business took place during week at current rates, which show a slightly easier tendency. BANKS.—Hongkong

and Shanghai Bank.—Local sales are reported at 380 per cent. prem. each, May at 385 per cent., and August at 400 per cent.; cash and time shares are offering. INSURANCE.—Marine North Chinas were placed at Tls. 190. Unions are wanted locally. Yangtzees and Cantons are offering. Fire Chinas sold at \$88 cash and 87 for 31st inst. Hongkongs fetched \$326.50. SHIPPING.—Indo-China S. N. Co.—The market closes easier after its late activity, and cash shares changed hands at Tls. 94; July settlements were made at from Tls. 90 to 97.50, closing with a sale at Tls. 98 and further sellers. Shell Transport and Trading shares are offering. SUGARS.—Chinas are offering. MINING.—Kaiping Mining Co.'s shares have been in firm demand, and shares were placed from Tls. 170 to 185, market closing with sales and buyers at the latter rate. DOCKS, WHARVES AND GODOWNS.—Farnham, Boyd & Co., Ld.—Rate for cash shares receded to Tls. 295, but later sales are reported up to Tls. 302.50 with further buyers and for end of the month. The following settlements have been made:—May 305, June 310 and July 312.50. Shanghai and Hongkew Wharf shares were placed at Tls. 317.50. LANDS.—Shanghai Land Investment Co., Ld.—The issue of Tls. 250,000 of 6 per cent. Debentures, bearing interest half yearly, is advertised; applications will be received after 1st July next. Humphreys Estate shares were placed at \$13.50. INDUSTRIAL.—Gas shares are offering. Ewo Cotton Mill shares sold at Tls. 45 cash and 46.50 for 31st inst., and are wanted; Yah Long Cotton Mill shares were let go at Tls. 25; Internationals are wanted. Ice shares sold at Tls. 38 and 37.50 and are offering. Flour Mill shares have been in firm demand and changed hands up to Tls. 37.50 cash; further shares are wanted. Green Island Cements are wanted. Yue Kang Glue Factory, Ld.: The report and statement of accounts for the year ended 31st December, 1900, were presented at the meeting of shareholders on 23rd April. The year's working showed a loss of Tls. 10,898.79. At an extraordinary meeting held on 30th April the shareholders decided to wind up the Company, and reconstruct with such additional capital as would cover liabilities; it was left to the Directors of the Company to determine the method of raising this. TUGS AND CARGO BOATS.—Shanghai Tug Boat shares sold at Tls. 325 and are wanted. Cargo Boats are quiet. MISCELLANEOUS.—Waterworks shares changed hands at Tls. 340. Sumatra Tobacco Co. shares were let go at Tls. 30, but market closes with buyers at Tls. 37.50. Langkat Tobacco Co.: Cash rates have been steady at Tls. 345 to 350. Settlements were made for August at Tls. 375, September at 375 to 385, December 400. Hall & Holtz shares were placed at \$35 (cum div.) and are offering. DEBENTURES.—Municipal 6 per cent. were placed at Tls. 103 and 102; Shanghai Land Investment 5 per cent. sold at Tls. 93; accrued interest in both cases as usual. Chinese E Loan Bonds are offering.

CLOSING QUOTATIONS. FRIDAY, 10th May. EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11 ¹ / ₂
Bank Bills, on demand	1/11 ¹ / ₂
Bank Bills, at 30 days' sight	1/11 ¹ / ₂
Bank Bills, at 4 months' sight	1/11 ¹ / ₂
Credits, at 4 months' sight	1/11 ¹ / ₂
Documentary Bills, 4 months' sight	2/0 ¹ / ₂
ON PARIS.—	
Bank Bills, on demand	2.46 ¹ / ₂
Credits, 4 months' sight	2.51
ON GERMANY.—	
On demand	2.00 ¹ / ₂
ON NEW YORK.—	
Bank Bills, on demand	47 ¹ / ₂
Credits, 60 days' sight	48 ¹ / ₂
ON BOMBAY.—	
Telegraphic Transfer	146 ¹ / ₂
Bank, on demand	147
ON CALCUTTA.—	
Telegraphic Transfer	146 ¹ / ₂
Bank, on demand	147
ON SHANGHAI.—	
Bank, at sight	71 ¹ / ₂
Private, 30 days' sight	72 ¹ / ₂
ON YOKOHAMA.—	
On demand	34
ON MANILA.—	
On demand	3 p. c. pm.
ON SINGAPORE.—	
On demand	1 p. c. pm.
ON BATAVIA.—	
On demand	117 ¹ / ₂
ON HAIPHONG.—	
On demand	21

ON SAIGON.—	
On demand	2
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	10.10
GOLD LEAF, 100 fine, per tael	52
BAE SILVER per oz.	27 ¹ / ₂

TONNAGE.

HONGKONG, 10th May.—Freights continue weak with very little demand for steam tonnage coast-wise.

From Saigon to Hongkong, small cargoes are offering at 15 cents per picul; to Philippines, 43 to 44 cents per picul for steamers of 20 to 24,000 piculs capacity; to Java, 35 cents per picul.

Bangkok to Hongkong, 27¹/₂ cents outside and 32¹/₂ cents per picul inside the bar.

Newchwang to Canton, there is no demand for prompt steamers; the quoted rate is 38 cents per picul.

Japan coal freights are quiet.—Moji to this, \$2.75; to Singapore, \$3.10 per ton.

Sailing tonnage.—A sailer is reported as fixed at home to load Japan and this for New York, rate is not reported.

The following are the settlements:

J. F. Chapman—American ship, 2,014 tons, hence to New York, private terms.

Tsinta—German steamer, 1,000 tons, Newchwang to Canton, 39 cents per picul.

Sabine Rickmers—British steamer, 690 tons, Newchwang to Canton, \$8,200 in full.

China—German steamer, 1,271 tons, Newchwang to Amoy, 40 cents per picul.

Picciola—German steamer, 875 tons, Newchwang to Amoy, 40 cents per picul.

Sarnia—German steamer, 2,052 tons, Moji to Hongkong, \$2.70 per ton.

Belgian King—British steamer, 2,170 tons, Moji to Hongkong, \$2.75 per ton.

Daphne—German steamer, 1,415 tons, Moji to Hongkong, \$2.75 per ton.

Benoirlich—British steamer, 2,164 tons, Moji to Hongkong, \$2.75 per ton.

Dagfred—Norwegian steamer, 720 tons, Moji to Swatow, \$3.10 per ton.

Trito—German steamer, 1,038 tons, Hoilhow to Singapore (passengers), \$8 per head.

Deuteros—German steamer, 1,001 tons, Bangkok to Hongkong, 35 and 37 cents per picul.

Marie Jebsen—German steamer, 1,771 tons, Bangkok to Hongkong, 32¹/₂ and 27¹/₂ cents per picul.

Amara—German steamer, 1,566 tons, two trips, Bangkok to Hongkong, 32¹/₂ and 27¹/₂ cents per picul.

Amigo—German steamer, 822 tons, Saigon to one port Philippines, 45 cents per picul.

Nanyang—German steamer, 982 tons, Saigon to Illoilo and/or Cebu, 43 cents one port 46 cents per picul two ports.

Germania—German steamer, 1,714 tons, Hongay to Hongkong, \$2 per ton.

Lokang—British steamer, 979 tons, Hongay to Nagasaki, \$3.75 per ton.

Babelsberg—German steamer, 1,379 tons, monthly, Amoy and Swatow to Singapore, Java and Hongkong, private terms.

Quarta—German steamer, 1,146 tons, monthly, about 2 months (re-charter), \$9,500 per month.

Milos—German steamer, 1,695 tons, monthly, 6/1 months, private terms.

VESSELS ON THE BERTH.

For LONDON.—Ballaarat (str.), Canton (str.), Calchas (str.), Ajax (str.), Antenor (str.), Awa Maru (str.).

For LIVERPOOL.—Ulysses (str.), Pyrrhus (str.).

For MARSEILLES.—Indus (str.), Awa Maru (str.), Canton (str.).

For BREMEN.—Prins Heinrich (str.).

For HAVRE AND HAMBURG.—Svezia (str.), Segovia (str.), Wittendurg (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.
ARRIVALS.

- May—
 5. Tsurugisan Maru, Jap. str., from Moji.
 6. Guthrie British str., from Kobe.
 6. Canton, British str., from Canton.
 6. Choyang, British str., from Canton.
 6. China, German str., from Saigon.
 6. Claverdon, British str., from New York.
 6. Dunottar, British str., from Bordeaux.
 6. Dachidate Maru, Jap. str., from K'notzu.
 6. Esang, British str., from Canton.
 6. Hermione, British str., from Tung Yung Island.
 6. M. Jebsen, German str., from Haiphong.
 6. Flandria, German str., from Shanghai.
 6. Hailan, French str., from Pakhoi.
 6. Sullberg, German str., from Chefoo.
 6. Whampoa, British str., f. om Canton.
 6. Benlomond, British str., from Moji.
 6. Elsa, German str., from Hongay.
 7. Hongkong Maru, Jap. str., from S. F'cisco.
 7. Empress of Japan, Brit str., from V'couver.
 7. Esmeralda, British str., from Manila.
 7. Ohi, British str., from Moji.
 7. Yuensang, British str., from Manila.
 7. Changsha, British str., from Australia.
 7. Hitachi Maru, Jap. str., from London.
 7. Macduff, British str., from Moji.
 7. Quarta, German str., from Manila.
 7. Taisang, British str., from Shanghai.
 7. Wittenberg, Ger. str., from Hamburg.
 7. Zafiro, U.S. despatch-boat, from Manila.
 8. Dr. Hans Jerg Kjaer, Norw. str., from Newchwang.
 8. Glenfalloch, British str., from Singapore.
 8. Haimun, British str., from Foochow.
 8. Hoihao, French str., from Pakhoi.
 8. Daijin Maru, Jap. str., from Tamsui.
 8. Mansang, British str., from Sandakan.
 8. Carlisle City, Brit. str., from S. Francisco.
 8. Sarnia, German str., from Saigon.
 8. Umte, British transport, from Calcutta.
 8. Irene, Chinese str., from Canton.
 9. Bergenhus, Norw. str., from Moji.
 9. Woosung, British str., from Shanghai.
 9. Haiching, British str., from Tamsui.
 9. Renza, British str., from New York.
 9. Asturia, German str., from Foochow.
 9. Hikosan Maru, Japanese str., from Kutchinotzu.
 9. Chowfa, German str., from Bangkok.
 9. Chiuyuen, Amr. str., from Shanghai.
 9. J. Diederichsen, Ger. str., from Pakhoi.
 9. Sabine Rickmers, Brit. str., from Swatow.
 9. Saint Mary, British str., from Taku.
 9. Apanrade, German str., from Haiphong.
 10. Benlarig, British str., from Bangkok.
 10. Hanoi, French str., from Haiphong.
 10. Ballarat, British str., from Shanghai.
 10. Bengal, British str., from Bombay.
 10. Taiyo Maru, Japanese str., from Canton.
 10. Sullberg, German str., from Canton.
 10. Carthage, British str., from Calcutta.
 10. Descartes, French cruiser, from Foochow.
 10. Thales, British str., from Haiphong.
 10. Hinsang, British str., from Saigon.
 10. Ferndene, British str., from Shanghai.
 10. Hinsang, British str., from Saigon.

DEPARTURES.

- May—
 5. Glenhiel, British str., for Kobe.
 5. Clare, German str., for Hoihao.
 5. Arista, Austrian str., for Moji.
 5. Ula, British str., for Calcutta.
 6. Laos, French str., for Shanghai.
 6. Yarra, French str., for Europe.
 6. Arial, Norwegian str., for Canton.
 6. Fushun, British str., for Canton.
 6. Chihli, British str., f. r Shanghai.
 6. Lindula, British str., for Amoy.
 6. Canton, British str., for Shanghai.
 7. Gaelic, British str., for San Fr'ncisco.
 7. Kaifong, British str., for Iloilo.
 7. Glengarry, British str., for Kutchinotzu.
 7. Dunottar, British str., for Hankow.
 7. Choyang, British str., for Shanghai.
 7. Perla, British str., for Manila.
 7. Japan, British str., for Shanghai.
 7. Taishun, Amr. str., for Shanghai.
 7. Taiyo Maru, Japanese str., for Canton.
 7. Mongku, German str., for Bangkok.
 8. Arthuse, British cruiser, for Woosung.
 8. Flandria, German str., for Canton.

8. Kachidate Maru, Jap. str., for K'chinotzu.
 8. Tsurugisan Maru, Jap. str., for Moji.
 8. Anping Maru, Jap. str., for Swatow.
 8. Taishun, Amr. str., for Shanghai.
 8. Elsa, German str., for Canton.
 8. Hailoong, British str., for Swatow.
 8. Machew, German str., for Bangkok.
 9. Catherine Apear, Brit. str., for Calcutta.
 9. Whampoa, British str., for Shanghai.
 9. Guthrie, British str., for Sydney.
 9. S. Rickmers, British str., for Swatow.
 9. Ambria, German str., for Yokohama.
 9. Phranang, German str., for Bangkok.
 9. M. Jebsen, German str., for Haiphong.
 9. Tritos, German str. for Hoihao.
 9. Tsintau, German str., for Chefoo.
 9. Cimbria, Danish str., for Bangkok.
 9. Hailan, French str., for Hoihao.
 9. Dr. H. J. Kjaer, Dutch str., for Canton.
 9. Wittenberg, German str., for Shanghai.
 10. Hitachi Maru, Japanese str., for Kobe.
 10. Germania, German str., for Hongay.
 10. Kong Beng, German str., for Bangkok.
 10. Sandakan, German str., for Sandakan.
 10. Emma Luyken, Ger. str., for Singapore.
 10. Sungkiang, British str., for Manila.
 10. Kwongsang, British str., for Taiwanfoo.
 10. Haimun, British str., for Swatow.
 10. Glenfalloch, British str., for Amoy.
 10. Esmeralda, British str., for Manila.
 10. Obi, British str., for Moji.
 10. Irene, Chinese str., for Shanghai.
 10. Hoihao, French str., for Haiphong.

PASSENGERS LIST.**ARRIVED.**

Per *Hailoong*, from Haiphong, &c., Mr. Nielsen and Mrs. Ebert.

Per *Bisagno*, from Bombay, &c., Messrs. Camilla, Nauli, Cesare and Menata Galluzzi.

Per *Fushun*, from Shanghai, Capt. Anderson, Messrs. Delp, Hains, Weinrich, Francisco, Manners and Cameron.

Per *Sungkiang*, from Manila, Comdr. Ogden, Messrs. J. S. Doak, G. H. Gorham, B. Okolovitch, J. W. Clark, C. Milstead and J. T. Colvin.

Per *Yarra*, for Hongkong, from Yokohama, Mr. de Satge; from Kobe, Mr. James Guy; from Nagasaki, Mr. S. C. Mills; from Shanghai, Mrs. F. Hutchison, Mrs. Grandon, Mrs. Kinch, Mr. and Mrs. Fougerat and infant, Capt. Mollos, Messrs. Ferkowich and J. Yerex, Sergts. Cox, Wilhouse and Baker and Mr. F. Druns; from Shanghai, for Saigon, Mr. Courtain; for Singapore, Messrs. de Evans and L. Miall, Mrs. Kern and Mrs. Schlier; for Colombo, Mr. Davidson; for Suez, Messrs. Kelaidis, Roupas and Retakis; for Marseilles, Messrs. R. Currie, le R. P. Mair, Benchitrite, and Max Siecke; from Yokohama, for Marseilles, Messrs. Pernot, Mudge, F. S. Clark, C. D. Clark and Culty; from Nagasaki, for Marseilles, Messrs. Toulouse and Mognier.

Per *Laos*, for Hongkong, from Marseilles, Messrs. Pakenham, W. Clark, Dautremer, J. Powell, Mr. and Mrs. Silvel and two children; from Singapore, Messrs. L. Oliver, T. Kingsley, F. D. McKay, G. Gaggino, A. G. Walsh, Mr. and Mrs. Macdonald and Mr. Eduljee; from Saigon, Messrs. Le Pan and Gaultier, Mr. and Mrs. De Jesus and three children, Messrs. Mcnieri, Bar and Stember.

Per *Guthrie*, from Kobe, for Australia, Mr. Stretton.

Per *Esmeralda*, from Manila, Mr. Elemon and Miss Camoretz.

Per *Hongkong Maru*, from San Francisco, &c., Messrs. W. A. Farmer, F. P. Hamill, Thos. Marnips, Miss S. L. Mitchell, Mrs. Robt. McWade, Mrs. Rountree, Miss A. A. Lewis, Mr. E. Schultz, Mr. and Mrs. W. A. Laurie, Mr. and Mrs. Mendell, Mr. and Mrs. Nissley, Messrs. W. H. Bolton, H. C. Finnick, D. K. Mitchell, H. Kuranaga, T. W. Coverston, C. Wing Lan, C. A. Hong, Mrs. C. A. Ching and two children, Mrs. A. H. Ling and Miss M. Matsuo.

Per *Empress of Japan*, from Vancouver, Mr. E. Thomas, Mrs. J. French, Mr. J. Le Faucheur, Mrs. C. W. Rosenstock and Mr. J. P. Selden; from Victoria, Mr. M. M. Levering; from Yokohama, Mr. F. Selenger; from Kobe, Col. and Mrs. Wagner, Misses M. and G. Wagner, and Miss M. Angell; from Nagasaki, Messrs. J. D. Walker and K. Walker; from Shanghai, Mr. and Mrs. H. W. Robertson, Mr. Schoum, Mr. and Mrs. J. D. Munroe, Messrs. L. Bermeo, M. F. Maurice, W. V. Robinson, W. Graham, Mercurio and Ezekiel.

Per *Yuensang*, from Manila, Mr. Joseph da Otero and five children, Messrs. A. Fitch, H. Wilson, Sutherland, J. P. Vogelsang, M. J. Tomis, E. A. Pugh, P. Nielson, J. Takishiba, M. K. Kimoto, K. Nishihawa and Capt. A. Cobban.

Per *Hitachi Maru*, from London, &c., for Hongkong, Messrs. W. C. Campbell, R. Yabe, K. Naito, Meade, Mr. and Mrs. Bruce, Mr. and Mrs. Puddepha, Messrs. Barrington, Talbot and Nicholas; for Kobe, Viscount Fujinami, Com. Kaburagi, Capt. Kusobe, Major Kan, Messrs. Ogawa, Nuyama, Prof. Tachibana, Mr. and Mrs. Bousfield and child, Messrs. T. Iki, Watanabe, Moshizaki, Fukushima, Fujito and Macdonald.

Per *Changsha*, from Australia, &c., Rev. H. Smith, Mrs. Smith and child, Mrs. Stett, Messrs. C. Schultz, J. E. Carter, F. Glass, T. Glass, McLaren, Stephens, Mrs. Coats and two children, Mr. and Mrs. Grant, Mrs. L. Clark, Messrs. H. Isorakai, Nishimasa, Hehne and Bowman.

Per *Haimun*, from Coast Ports, Mrs. Phipps and three children, Mrs. McKinley, Mrs. Reid, Messrs. Balloch, Gibbs, Burrows, Xavier, Figueredo and Antonio Osovia.

Per *Carlisle City*, from San Francisco, &c., Mr. and Mrs. G. Detrich and two children.

Per *Chiayuen*, from Shanghai, Prof. Richard.

DEPARTED.

Per *Yarra*, from Hongkong, for Saigon, Mrs. Mooney and child and Mrs. Grefe and child; for Singapore, Mr. and Mrs. R. Pescio, Messrs. J. Hermans, H. T. Seymour, G. H. J. Sadman, Revs. A. S. Pereira and F. X. Fernandes; for Batavia, Mr. W. Ninaber, for Samarang, Mr. D. Gondswaard; for Marseilles, Capt. D. G. de Amaral, Messrs. J. Colvin, M. Maningue, G. Maron and L. Gilles.

Per *Laos*, from Hongkong, for Shanghai, Mrs. Sampson Way, Mrs. Mathews, Miss Nicoll, Mrs. C. Ogorio and three children, Mrs. Rivero and child, Messrs. W. Daniels, T. C. Ferguson, Lyons, Bornemann, J. Hejedescooper, T. Collaco, H. R. Wadmore, D. Meler, E. Holthaus, Mrs. Evenbeng, Mrs. A. S. Pereira, and Mrs. Bartotto; for Kobe, Messrs. V. Cherot and I. R. M. Smith; for Yokohama, Miss A. Ebert and Mr. Jabot.

Per *Japan*, for Shanghai, from Hongkong Sir T. Salter-Pyne, Messrs. George Krinks and W. M. Rice; from London, Mrs. Daily and child and Mrs. Archibald; for Kobe, from London, Mrs. Franklin and two children and Mr. Ward; for Yokohama from Penang, Mr. Mohler.

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Printed and published by ALVAN CUNNINGHAM
for the Concerned at 14, Des Voeux Road
Central, City of Victoria, Hongkong.
London Office: 131, Fleet Street, E.C.